

JUNE

The

1929

# CHESAPEAKE AND OHIO

The

## HOCKING VALLEY

## EMPLOYEES' MAGAZINE



Finding the facts.

SPECIAL SAFETY NUMBER

## \$1,333.00 FOR THE LOSS OF HIS EYE

### C. & O. Machinist Learns What It Means to Have a Provident Policy

It's a wise thing to have a Provident "C. & O. Special" disability policy tucked away among your belongings. At any rate, this is what Andrew L. Wrenn, of Clifton Forge, Va., Machinist in the Chesapeake and Ohio Shops there, thinks.

A short time ago, Mr. Wrenn, while on duty, had the misfortune to fall into a drop pit with a torch in his hand. In the fall, the flame came in contact with his eye, and complete loss of sight of that eye resulted.

But, as bad as it was, it was not as bad as it might have been. Mr. Wrenn is one of those far-sighted men who look ahead, and take precautions against such emergencies as this. A little over a year before, he had bought one of those "C. & O. Special" accident policies which the Provident issues especially for Chesapeake and Ohio workers. So, as a consequence of his accident, the Provident paid him \$1,333.00, which helped to lighten the blow of the loss of his eye, and, in a measure, compensate him for the financial loss involved.

Acknowledging receipt of this money, Mr. Wrenn wrote the Provident as follows:

THE PROVIDENT LIFE AND ACCIDENT INSURANCE CO.,  
CHATTANOOGA, TENNESSEE.  
Gentlemen:

At this time, I wish to thank you for your very satisfactory settlement with me. I had only been a policyholder a short while, when I lost one of my eyes, and I am very grateful to you for your kindness in this case.

I am perfectly satisfied with your settlement, and will always be a Provident booster.

Yours truly,  
Andrew L. Wrenn.

### HERE'S HOW A PROVIDENT "C. & O. SPECIAL POLICY" PROTECTS

The illustration here is for a policy carrying a principal sum of \$2,000 and \$100 a month accident and sickness indemnities. The policy may be issued in larger amounts up to a principal sum of \$5,000, according to the occupation.

#### FOR ACCIDENTAL INJURIES Specific Losses

##### \$4,000 (Double Principal Sum)—

For Loss of Both Hands.  
For Loss of Both Feet.  
For Loss of Both Eyes.  
For Loss of One Hand and One Foot.  
For Loss of One Eye and One Foot.  
For Loss of One Eye and One Hand.

##### \$2,000 (Principal Sum)—

For Loss of Life.  
For Loss of One Hand.  
For Loss of One Foot.  
For Loss of One Eye.

##### \$1,000 (One-half Principal Sum)—

For Loss of Thumb and Index Finger.

##### \$100.00 a Month (In Addition)

Paid for period of disability between date of accident and date of any specific loss mentioned above.

##### \$200.00 a Month—

For first 60 days' confinement in hospital.

#### —MONTHLY INDEMNITIES—

##### \$100.00 a Month (Payable Monthly)

For entire time of total disability—No time limit.

##### \$50.00 a Month (Payable Monthly)

For partial disability for seven months.

#### ADDITIONAL ALLOWANCE FOR SURGICAL OPERATION

Surgeon's Fees for Non-Disabling Injuries.

#### —FOR SICKNESS—

##### \$100.00 a Month (Payable Monthly)

For total disability from any known sickness or disease; limit twelve months. \$25.00 a month thereafter as long as total disability continues; house confinement not necessary.

##### \$200.00 for First 60 Days in Hospital.

#### —ADDITIONAL PROVISIONS—

Policy Accumulates Up to 50% of its principal sum. 5% a year for 10 years or, if premium is paid annually, 10% for 5 years.

In addition to all indemnities, if accident is fatal, all premiums will be returned, no matter whether policy has been in force one month or many years.

#### AGES 18 TO 60 YEARS

No Medical Examination Required

### Widow Speaks Her Feelings

Thanks Provident for \$1,000.00  
Paid for Accidental Death  
of Her Husband

If anybody knows the real value of insurance, it is the widow. When her husband, whose earning power provides shelter, food, clothes and the like is taken away, what is to become of her?

The following letter, received from Mrs. Bettie Robinson, wife of Charles E. Robinson, a Chesapeake and Ohio employee, who was recently accidentally killed while at work, tells its own story of what a Provident "C. & O. Special" policy meant to her:

THE PROVIDENT,  
CHATTANOOGA, TENN:  
Gentlemen:

It is impossible for me to explain in my language and terms my appreciation and feeling following the prompt settlement made to me as a result of the accidental death of my husband, Charles E. Robinson.

I received the check for \$1,000.00 for the face of the "C. & O. Special" accident policy which my husband carried with your good company while he was working for the Chesapeake and Ohio Railroad Company at Thurmond, W. Va. Also, I wish to thank you for the check of \$62.70, which represented the return of all premiums paid by him.

I will always speak a good word for the Provident, and I truly hope that every man on the Chesapeake and Ohio will carry as much insurance as possible with your company.

If I understand it, this policy is especially written for Chesapeake and Ohio employees. I do not know of any other company that would refund the premium in case of accidental death, as your company does.

Yours very truly,  
Mrs. Bettie Robinson.

A Provident "C. & O. Special" policy does two things: it protects the insured himself against the loss of limb, sight and time, and it protects his family against the loss of his life.

### Life Insurance, Too

With your Provident Accident and Health Policy you may also get, without Medical Examination,

#### A Life Certificate

This provides Protection for your loved ones, even in case of natural death.

The Life Certificate is a Special Provident Feature. Ask about it when you get your C. & O. Special Disability Policy.

#### Provident Agents on C. & O.

S. P. Catron, Supervising Agent  
Box 423, Huntington, W. Va.  
E. B. Crady, Box 584, Ashland, Ky.  
A. F. Daily, 2422 Artisan Ave.,  
Huntington, W. Va.  
L. K. Perry, Russell, Ky.  
S. F. Sampson, Ronceverte, W. Va.  
M. M. Watson, R. R. Y. M. C. A.,  
Ashland, Ky.  
S. P. Latture, Peru, Ind.  
J. W. Davisson, Y. M. C. A., Ashland, Ky.  
B. W. Penick, Prestonburg, Ky.  
J. O. Pickett, 1525 Lincoln Ave.,  
Cincinnati, O.  
E. M. Taylor, 2734 W. Grace St.,  
Richmond, Va.  
C. M. Bross, Hinton, W. Va.  
H. E. Robinson, Clifton Forge, Va.

### - - COUPON - -

THE PROVIDENT,  
Chattanooga, Tenn.

Please have your nearest agent submit to me a proposition  
for a "C. & O. Special" policy to fit my needs.

Name \_\_\_\_\_

Address \_\_\_\_\_

# THE CHESAPEAKE AND OHIO THE HOCKING VALLEY EMPLOYEES' MAGAZINE

PUBLISHED BY  
THE PUBLIC RELATIONS DEPARTMENT  
AT RICHMOND, VIRGINIA

IN THE INTERESTS OF THE RAILWAYS AND THEIR EMPLOYEES

JNO. C. DICE, *Assistant to Vice-President, Managing Editor*  
BENJ. BELL, JR., *Editor* LAURA E. ARMITAGE, *Co-Editor* W. H. FISHER, *Assistant Editor*  
MYRTLE I. COOPER, *Assistant Editor* H. D. LOWRY, *Art Editor*

## Associate Editors

J. W. ABRAMS, JR. . . . . Richmond, Va.  
C. G. AMENDT . . . . . Lancaster, O.  
M. S. HUSSEY . . . . . Newport News, Va.  
LOIS C. BLACK . . . . . Huntington, W. Va.  
BESS BRADY . . . . . Covington, Ky.  
MARJORIE CAUDILL . . . . . Ashland, Ky.  
L. F. SCOVEN . . . . . Peru, Ind.

E. R. COTT . . . . . Columbus, O.  
A. J. FLYNN . . . . . Richmond, Va.  
TILLIE HANSHAW . . . . . Huntington, W. Va.  
J. C. HARRIMAN . . . . . Postoria, O.  
BESS MUTCHMORE . . . . . Logan, O.  
E. R. KINCAID . . . . . Russell, Ky.  
C. L. LONG . . . . . Clifton Forge, Va.

C. V. ROUNSAVELL . . . . . Columbus, O.  
HATTIE E. SEYMOUR . . . . . Columbus, O.  
V. E. SYDNOR . . . . . Hinton, W. Va.  
O. C. THACKER . . . . . Richmond, Va.  
F. W. VOELCKER . . . . . Gladstone, Va.  
W. M. WHEATLEY . . . . . Walbridge, O.

Volume XIV

June 1929

Number 6

## CONTENTS

	PAGE
MESSAGE FROM OUR PRESIDENT. <i>W. J. Harahan</i> . . . . .	2
SAFETY LARGELY DEPENDS ON LEADERSHIP. <i>J. B. Parrish</i> . . . . .	3
YOUNGER MEN'S CONFERENCE . . . . .	3
WHAT DOES SAFETY MEAN TO RAILROAD MEN? <i>G. D. Brooke</i> . . . . .	4
MR. BENTLEY GETS NEW SAFETY HONORS . . . . .	5
DISCIPLINE FOLLOWS RULE VIOLATIONS. <i>M. S. Connors</i> . . . . .	6
SAFETY WORK A PAYING INVESTMENT. <i>L. G. Bentley</i> . . . . .	7
YESTERDAY, TODAY, TOMORROW—IN SAFETY. <i>E. R. Cott</i> . . . . .	9
INDIVIDUALS TO BLAME FOR ACCIDENTS. <i>J. W. Small</i> . . . . .	10
MAINTENANCE EMPLOYEES HARD TO REACH. <i>C. J. Geyer</i> . . . . .	11
DO YOU KNOW YOUR RAILROAD? <i>H. T. Wickham</i> . . . . .	12
TWO HUNDRED AND TWENTY-FIVE AT BANQUET IN LOGAN. <i>Grace Murtha</i> . . . . .	14
INVESTIGATION IS HELPFUL IN ACCIDENT PREVENTION. <i>J. R. Cary</i> . . . . .	15
PERSONAL WORK IS EFFECTIVE IN ADVANCING SAFETY. <i>F. D. Beale</i> . . . . .	15
REGULAR ATTENDANCE URGED AT SAFETY MEETINGS. <i>E. L. Bock</i> . . . . .	16
ASHLAND SHOPS GETS HABIT OF WINNING AWARDS. <i>W. P. Hobson</i> . . . . .	17
FOREMAN'S FIRST RESPONSIBILITY IS SAFETY OF HIS MEN. <i>G. J. Derbyshire</i> . . . . .	17
SAFETY CONTESTS SAVE LIVES BY FRIENDLY RIVALRY. <i>J. R. Dawson</i> . . . . .	17
WORKING FOR FOURTH STRAIGHT SAFETY AWARD. <i>M. A. Kinney</i> . . . . .	18
A TYPICAL SAFETY MEETING AS SEEN BY OLD TIMER. <i>J. C. Hobson</i> . . . . .	18
MORE THAN 24,000 HAVE VISITED SAFETY INSTRUCTION CAR. <i>D. E. Satterfield</i> . . . . .	19
SCHOOL CHILDREN ON BIG SANDY VISIT SAFETY CAR. <i>G. J. Johnson</i> . . . . .	19
MAJORITY OF EYE ACCIDENTS CAN BE PREVENTED. <i>W. H. Ganzert</i> . . . . .	20
SAFETY COMMITTEE MEETINGS OF TREMENDOUS VALUE. <i>G. A. Robinson</i> . . . . .	20
STEADY CLIMB FROM BOTTOM TO NEXT TO TOP. <i>J. E. Garretson</i> . . . . .	21
ENTHUSIASM IN SAFETY CAUSE MUST START AT TOP. <i>D. Hubbard</i> . . . . .	22
EVERY EMPLOYEE AT CHEVIOT ARDENT FOR SAFETY. <i>C. E. Gigley</i> . . . . .	22
MOUND STREET SHOP MEN WIN SAFETY TROPHIES. <i>Floyd O. Wright</i> . . . . .	23
ONE HUNDRED AND TWENTY ATTEND DIVISION SAFETY MEET. <i>Lillian McClung Lewis</i> . . . . .	24
THE SAFETY GAME. <i>Myra Priddy</i> . . . . .	25
AWARDS OF SAFETY MERIT CARDS. <i>Bessie Newman</i> . . . . .	25
SUPERINTENDENT OF NURSES OUTSTANDING . . . . .	29
AUXILIARY ORGANIZED AT COVINGTON, KY. <i>Bess Brady</i> . . . . .	29
DAUGHTER OF AGENT GRADUATES . . . . .	29
ABLE WRITER OF VERSE. <i>Janet J. Nolloth</i> . . . . .	30
THOUSANDS ATTEND JONES' SERVICES . . . . .	120
EDITORIAL . . . . .	26
WIT AND WISDOM . . . . .	27
WOMAN'S SECTION . . . . .	28
WEDDINGS . . . . .	32
CHILDREN'S CORNER . . . . .	34
ROLL OF HONOR . . . . .	38
COMMENDABLE RECORDS IN PERFORMANCE . . . . .	38
STEPPING UP . . . . .	39
SUNSHINE FROM OUR PATRONS . . . . .	43
PROMPT HANDLING OF EQUIPMENT . . . . .	43
RECREATION . . . . .	44
CO-OPERATIVE COMMITTEE MEETINGS . . . . .	51
FAITHFUL UNTO DEATH . . . . .	52
TALKING IT OVER . . . . .	55
FIRE RECORD . . . . .	88
SAFETY . . . . .	100

## The Chesapeake and Ohio Railway Company

O. P. VAN SWERINGEN, *Chairman of the Board* . . . . . Cleveland, O.  
W. J. HARAHAH, *President* . . . . . Richmond, Va.  
F. M. WHITAKER, *Vice-President in Charge of Traffic* . . . . . Richmond, Va.  
R. N. BEGLEN, *Vice-President in Charge of Operation* . . . . . Richmond, Va.  
HERBERT FITZPATRICK, *Vice-President and*  
*General Counsel* . . . . . Richmond, Va.  
R. S. MARSHALL, *Vice-President* . . . . . Richmond, Va.  
J. B. PARRISH, *Assistant Vice-President* . . . . . Richmond, Va.  
W. C. HULL, *Assistant Vice-President* . . . . . Richmond, Va.  
G. D. BROOKE, *General Manager* . . . . . Richmond, Va.  
H. C. PEARCE, *Director of Purchases and Stores* . . . . . Richmond, Va.  
A. TREVETT, *Secretary and Treasurer* . . . . . Cleveland, O.  
E. M. THOMAS, *Comptroller* . . . . . Richmond, Va.  
C. W. JOHNS, *Chief Engineer* . . . . . Richmond, Va.  
J. W. SMALL, *Chief Mechanical Officer* . . . . . Richmond, Va.  
THOS. H. GURNEY, *Passenger Traffic Manager* . . . . . Richmond, Va.  
A. P. GILBERT, *Freight Traffic Manager* . . . . . Richmond, Va.

## The Hocking Valley Railway Company

O. P. VAN SWERINGEN, *Chairman of the Board* . . . . . Cleveland, O.  
W. J. HARAHAH, *President* . . . . . Richmond, Va.  
F. M. WHITAKER, *Vice-President in Charge of Traffic* . . . . . Richmond, Va.  
R. N. BEGLEN, *Vice-President in Charge of Operation* . . . . . Richmond, Va.  
HERBERT FITZPATRICK, *Vice-President and*  
*General Counsel* . . . . . Richmond, Va.  
R. S. MARSHALL, *Vice-President* . . . . . Richmond, Va.  
J. B. PARRISH, *Assistant Vice-President* . . . . . Richmond, Va.  
W. C. HULL, *Assistant Vice-President* . . . . . Richmond, Va.  
M. S. CONNORS, *General Manager* . . . . . Columbus, O.  
H. C. PEARCE, *Director of Purchases and Stores* . . . . . Richmond, Va.  
A. TREVETT, *Secretary and Treasurer* . . . . . Cleveland, O.  
F. D. HODGSON, *Comptroller* . . . . . Columbus, O.  
WM. MICHEL, *Chief Engineer* . . . . . Columbus, O.  
W. H. FISHER, *General Passenger Agent* . . . . . Columbus, O.  
H. Q. WASSON, *General Freight Agent* . . . . . Columbus, O.

IN studying the interesting and heartening story of the progress of Safety on our System, so graphically pictured in this issue of our MAGAZINE, I wish every reader would do so with a vivid consciousness of the human elements involved. If in these charts and tables and stories we see simply the bare impersonal statistics and figures that record only the precise mathematical advance, then we miss the very thing that has made the Safety movement—costly as it is in effort, time and money—worth everything that has been put into it and more.

There is no reasonable calculation that can figure what would have been the toll in deaths and injuries if the same conditions prevailed today which existed up to 1923, when this definite Safety campaign was inaugurated by the railroads of America, nor who the victims would have been. Certainly, it is not going beyond the probabilities to say that there are literally tens of thousands of people in this country, now alive and enjoying good health, who would have been among the casualties, if there had been no change for the better.

Just think what this means in the immeasurable terms of human happiness and welfare!

Final responsibility in Safety, however, in the last analysis must be largely a personal matter. Each individual must look out for himself, and of course, to the extent that he might be able, for his fellow workers, too. But there should never be the slightest let-up in the taking of precautions and in the full use of safeguards for one's own welfare. Familiarity with the job should not lead to loss of vigilance.



And while this is true, that final responsibility rests upon each individual, yet I feel that there is an added trust imposed upon men in supervisory positions. It is within their province to see that Safety orders are carried out. By their influence and example they can instill such a spirit of

Safety among their forces that they will resent laxness and carelessness on the part of anyone.

It can be stated as a fact that where the supervisory officers are thoroughly imbued with the Safety ideal and are sincerely enthusiastic over its possibilities, there is increasing success in the war against habits of carelessness that so frequently result in death and injury. Official reports testify almost as surely to the degree of interest manifested by these supervisory officers as they do to the actual records sustained.

Of course, I am very happy over the splendid achievements that have been made under the splendid, consecrated leadership of our Safety Departments. Through the inspiration that has come from this intelligently-directed leadership, I feel that the Safety message has been presented to our employees in a practical, convincing manner. There have been no hysterics, no sensationalism—only simple, persuasive methods that have carried conviction by the very reasonableness of their appeal.

Surely, after all that has been said and done in these recent years, it can be only the foolish man—the careless, unthinking man—who still resists the Safety appeal.

*L. O. Harahan*  
President.

# Safety Largely Depends on Leadership

Efficiency of Supervising Officers Determined to Considerable Degree  
by Success in Preventing Accidents to their Men

J. B. Parrish, Assistant Vice-President--Operation

DOES "Safety First" mean anything to you, or does it roll off your tongue in parrot fashion, with no consciousness of its real worth?



John B. Parrish

Do you think of it as something intimately connected with your every-day life, or is it simply a hackneyed slogan, worn obsolete by its very familiarity? Oh, yes, in fact, you say, "What a foolish question. Of course, everyone believes in Safety First."

And yet, I am confronted with the fact that in 1928 on the Chesapeake and Ohio-Hocking Valley, 14 employees were killed, and 1,033 injured. A large majority of these could have been avoided by a little foresight on the part of the employee, or his superior officer. But you hasten to call attention to the fact that we killed and injured 254 less in 1928 than in 1927. Certainly we are showing improvement, and I must admit we are headed in the right direction, but there is no time for congratulations until we have stopped every accident causing major injury, where such accident is the result of carelessness, thoughtlessness or indifference.

The railroad business, in which we are engaged, is necessarily somewhat hazardous, but this very fact makes it more incumbent upon each one to follow safe practices in the performance of duty.

We have reduced casualty rates per million man-hours among employees of the Chesapeake and Ohio from 17.22, in 1923, to 11.07, in 1928, and on the Hocking Valley from 34.17, in 1923, to 14.64, in 1928, a record in which we justly take pride, but always remember the employee who lost a leg, arm or eye during this period has not the same feeling of pride which is enjoyed by those who were so fortunate as to avoid injury. Remember the family of the employee who

lost his life, probably through the carelessness of himself, or fellow employee or supervising officer, have to spend the rest of their lives in regret at the failure to save his or her loved one.

Why is it that a group of employees engaged in the same kind of work at different points along the line will show such marked difference in safety records? The answer is simple. From long study of such conditions, the responsibility is very definitely placed on supervision—or lack of it. So, in the final analysis, the saving of life and limb is very largely in the hands of leadership, and to leadership we must look for the consummation of our final goal of "Personal Injuries, 'None'".

In directing Safety work, the local officer has no greater responsibility nor solemn duty than that of finding the real cause of accidents and cor-

recting them. For this purpose, we have Investigating Committees, and much of value is being brought out and acted upon in this way.

An investigation that is not made promptly and which fails to bring out the real facts, falls far short of its purpose, and is merely a waste of valuable time.

Those most familiar with the causes of accidents (usually the victim and his fellow workman) should not hesitate to give the Investigating Committee the benefit of their knowledge, which will be received and acted upon in the interest of those who should be protected from injury.

There should be the closest possible co-operation between the local officers and local surgeons, and between the Hospital Association and the Safety Department to the end that prompt and proper attention is secured, and that injured men are returned to duty at the proper time.

The efficiency of a supervising officer today is being judged very largely by his safety record. In fact, it is generally conceded that a man who is unable to get his work done in a safe way, in a manner that does not require the sacrifice of life or limb, has not the true qualities of leadership, for after all the efficient way is always the safe way. When new men are employed, their first lesson should be in Safety. This should be followed up until they thoroughly understand that slip-shod, careless methods will not be tolerated, and only the ones who will play the game safely will be permitted to remain members of our family. In doing this, you are performing a real service, not only to the new man and other employees who work with him, but to yourself.

The reports show a number of eyes lost, legs and arms amputated, and other permanent disabilities within the last few months. If you will think of yourself in the place of one of the unfortunate men, you will surely lose your indifference and insist upon safe practices, for it is this that will stop many avoidable accidents.

(Continued on page 110)

## Younger Men's Conference

The annual Younger Men's Conference was held at Huntington on April 18 to 20. It was an unusually successful and stimulating session. A full report of the proceedings will appear in next month's issue of the MAGAZINE.

This issue, a special Safety number, is so filled with Safety articles that it would be impossible to give the Younger Men's Conference the space that its interest and importance entitle it to, and so instead of simply giving a short, perfunctory report at this time, it has been determined to delay the story until the succeeding issue.

The MAGAZINE had a staff member in attendance at all the sessions, and his impressions, with photographs of some of the participating groups, will appear in the July issue.

# What Does Safety Mean to Railroad Men?

Disciplinary Measures Justified if Proper Interest is Not Displayed  
in Seeking to Avert Death and Accidents

G. D. Brooke, General Manager, Chesapeake and Ohio

**W**HAT does Safety mean to anyone who is engaged in the railway transportation industry and gains his livelihood through his employment by one of the great railroads making up this industry in America? Be he a Trackman, Bridge Carpenter, Signal Maintainer, Fire Cleaner, Helper, Blacksmith, Boilermaker, Machinist, Electrician, Clerk, Foreman, Supervisor, Trainmaster, Road Foreman, Master Mechanic, Superintendent, any employe, any official, why is he interested in Safety? What does Safety mean to him as an individual, as a husband, a father, a brother, the head of a family, as a citizen? Why should he take the Safety movement seriously and devote his best energies toward avoiding injuries to himself, to his associates, to his fellow employes?

Consider, for example, the young man just well embarked upon life's work. A youth or young man in excellent health, physically strong and robust, mentally alert, keen and ambitious, with the best of life ahead of him. He expects to accomplish much, to earn a livelihood and more, to advance step by step as his ability permits and he prepares himself for promotion. He has a sweetheart perhaps, and expects soon to establish a home of his own. What does Safety mean to him?

Look now to the man in the prime of life, in the full development of his physical and mental powers. He has gained a position of regard and friendship among his fellow workers and associates. He has established his reputation as a reliable and efficient craftsman, as a skilled, valued, highly-regarded employe; he has formed new ties and assumed greater responsibilities, he perchance has gained promotion to an official position.

He has become the head of a family. The children are coming along nicely and are the pride of the parents' hearts; he plans for them such educational advantages as will best fit them for successful, useful lives. Perchance he has purchased a house in order to establish a permanent home for his loved ones. He is paying for this, meeting his other obligations from month to month and laying aside a little something for a rainy day. What does Safety mean to him? What does his Safety mean to the dear ones dependent upon him?

And what of the man of riper years? Although he has turned the zenith of life, he is still hale and hearty, physically strong and capable. He has been tried in the fires of experience and has come through, so far, unscathed. Sounder of judgment, surer of perception, he is even more effective in the performance of his daily work and in his relations with his associates than before. He has a wonderful family. The children have grown and progressed rapidly, as healthy young people will. They have done well at school; the older ones are fast developing into fine young men and women and will ere long be self-supporting. But the educations of the younger children are to be completed and the house has not been all paid for. The demands upon his earnings are still heavy, but through thrift and careful management he looks forward to clearing up his financial problems in a few years, and then, with the mother, to the full pleasure of their own children and to the joy in due time of grandchildren. What does Safety mean to him, to his cherished wife; what to the young people so full of hope for the future.

To best realize what Safety means to them, to you, to any railroad employe, we have but to close our eyes and visualize the scenes which we have all too often witnessed when some close friend, some fellow worker, has had visited upon him, and not upon him alone, but upon his loved ones, the penalty of someone being unsafe. To one, perhaps,

the abrupt severance of the ties which have made life so worth living, the end of all hopes and aspirations, the anguish of realizing the struggles to which the removal of his support will subject his dear ones, their heartfelt grief and sorrow, their wonderful love and devotion, and then—darkness. To another, helplessness for the remainder of life, all plans for the future, all cherished dreams now impossible, never to be realized; earning capacity gone, instead of being the mainstay and support of his dear ones, he becomes an added burden to them. Their outlook upon the future, suddenly transformed from one of rosy promise to one of clouds and darkness, their lives instead of being filled with joy and gladness are now steeped in sorrow and sadness. Oh! if he could only live over the hour, the moments which brought him and his beloved ones into this sad plight.

Surely to guard ourselves and others against the penalty of being unsafe, to avoid the fruits of unsafe methods, unsafe practices, unsafe habits, surely to escape these things justifies all the effort, all the self-control, all the determination, all the self-discipline, all the systematic training, all the eternal vigilance which we can command and impose upon ourselves.

We so often hear and accept as fact that "Self-preservation is the first law of nature", and certainly this is true to a very great extent; but there is a trait of human nature, unfortunate in some respects, which causes the individual when in good health, when all is well with him, to assume, to believe firmly that the dangers which beset others are not for him, that he has, as it were, a charmed life exempt from the sickness or accident which he sees visited upon others. We are most solicitous of the health of the members of our families, of our friends, yet how often we neglect our own health. We are earnest and sincere in cautioning our children, our friends against danger, we continually advise them to exercise care in crossing the street, to take no chances, yet how prone are we to



G. D. Brooke

follow the opposite course, the way of danger. It is this same trait which causes us to attempt to board the rapidly-moving train, although we realize this is very unsafe, although we know of the frequent accidents from this cause, accidents which are so sure to result in loss of life or the severance of one or more limbs; it causes the failure to wear goggles when engaged in work which subjects the eyes to danger from flying particles, although we have seen such neglect result in loss of sight or serious injuries to the eyes of others; it causes the running of section, inspection and other motor cars at excessive speeds, although we know of the danger of this and of the serious accidents which have befallen others from this cause. It is this trait, coupled with a little bravado and some cowardice or false fear of what someone else might think, that causes us to mount the footboard of an approaching engine, to kick a coupler, to walk between moving cars, to run what we know to be serious risks because of the feeling that "It will not happen to me".

Fortunately, such practices have become far less frequent on our railroad than was formerly the case, due to the realization which through the years of the Safety movement has gradually grown upon us that they are in no sense acts of heroism or the signs of bravery, but rather indications of foolhardiness, of lack of experience, of poor training, of bad judgment. And this is a fair example of the improved practices and the better habits which have grown out of the Safety movement, and an encouraging indication of the benefit which has been accomplished through the training that has come with this movement.

Improvement in any great undertaking involving many people is of necessity progressive. We start out with certain ideas of what we want to accomplish, of certain standards or goals which we hope to reach; by steady and sustained effort, we finally approach these standards, and then we realize that we have made only a beginning; we have accomplished much, but there is still so much more to be done. We therefore, set up new standards, revise and improve our methods and continue the campaign with renewed vigor, hope and courage.

This is just the process which the Safety movement has gone through, both on our railroad and on most of the railroad systems of the country.

## Mr. Bentley Gets New Safety Honors

L. G. Bentley, of Richmond, Va., General Safety Agent of the Chesapeake and Ohio, was elected Chairman of the Safety Section, American Railway Association, at the recent annual meeting in Indianapolis. This is the highest honor that can come to a railway Safety executive, and is in recognition of the prominent role that Mr. Bentley has played in impressing the Safety message so successfully on the minds of railway employes.

Mr. Bentley has served for the last five years as Chairman of the Committee on Education of the Association, and has been in personal charge of the preparation of bulletins, posters and other forms of general publicity, which have resulted in such a notable decrease in the casualties of railway employes and other persons during that time.

It is under his general supervision that the intensive campaign, inaugurated in 1924, for a reduction in casualties equivalent to thirty-five per cent by the end of 1930 has been waged, and the results so far have more than measured up to expectations.

Mr. Bentley frequently appears before civic clubs in cities along our lines in spreading the Safety gospel to which he has devoted his life.

And the same process must be kept up if we are to continue to gain ground and to obtain the greatest good in Safety within the shortest practicable time. We must hold tenaciously to the ground which has already been gained, we must fortify it with the lessons, the experience of the past fifteen years, and with it as a base must plan new campaigns, more systematic and more thorough, against the already weakened, but still formidable, array of unsafe practices, unsafe habits, unsafe conditions which still exist and are to be met with.

Anyone who is sufficiently interested to make suitable inquiries will find that up to the present stage of the Safety movement the great-

est degree of progress has been made in correcting unsafe conditions. In the early stages of Safety work, the Safety First Committees brought to the meetings many reports of dangerous physical conditions and situations which were subject to correction; in fact, the work of the Committees dealt in a large measure with such things. But by degrees these conditions have been overcome and our Safety Committeemen now report very few suggestions dealing with unsafe conditions which are subject to correction by the railroad.

The vast majority, in fact substantially all of the personal injury accidents now occurring on our Railroad are due not to unsafe conditions of equipment, appliances, machines, features of the roadway, but to unsafe practices, to carelessness in many cases, to men taking chances and losing out. It is perfectly plain, therefore, that the problems of the future have to deal with these causes. Nor must we fail to recognize that a large percentage of Chesapeake and Ohio employes are Safety First men. It has been estimated that 85 out of every 100 employes belong to this class. They recognize the value of Safety from their own personal viewpoint, they are imbued with the Safety idea and have trained themselves to think safely, to avoid unsafe practices, to use safe methods, to be safe men. It is then equally obvious that these future problems have also to deal in the main with this small minority, this 15 per cent of employes who are not Safety First men. The truth of this situation has been realized for some time and the efforts of Safety Committees and of the officers most interested in Safety and the working out of Safety measures have been devoted to the solution of these phases of the problem.

It is a sad commentary upon the intelligence of an individual who has reached the age of discretion to say that he cares less for his life, for his Safety and well being than for his job; that he will respond to discipline, or the fear of discipline, when he will not respond to common sense, or to the appeals of his fellow employes and associates. Yet, the experience of some railroads and of some large industries other than railroads demonstrates that there are quite a number of people to whom this applies; men who can not be reached through the methods

(Continued on page 113)

# Discipline Follows Rules Violations

**Hocking Management Holds that Employee Should Work for Company  
in Accordance with Practices that Make it Safe**

**M. S. Connors, General Manager, Hocking Valley**

ON the Hocking Valley, the Safety Department is regarded as an integral part of the Operating Department, as, in its final analysis, aside from the humane result, it tends to produce for efficient and economical operation.



*M. S. Connors*

Our Safety Department is also charged with Fire Prevention—Safety and fire are closely related, both call for

order, cleanliness, and good house-keeping. Lack of proper supervision and Safety-mindedness may be the starting-place of a fire. Defective wiring is the source of many fires.

Our Safety Department conducts, with the assistance of representatives of other departments, an annual inspection during the early Spring months of every building owned by the Railway Company as to its maintenance, care, condition, quantity of supplies and equipment, fire protection and prevention equipment, heating apparatus, electrical wiring and fixtures, general cleanliness and order, care and conditions of grounds and such other matters related to operation, Safety and fire prevention coming to the Committee's notice.

Our Safety Department is further charged with indirect supervision of first aid under the general direction of the Chief Surgeon. Kits are inspected to ascertain that they contain the standard equipment and Safety Inspectors instruct employees in first aid and resuscitation.

Our Safety Department contributes to the MAGAZINE, the Supervisor addresses public and civic organizations along the line of the Railway in the interest of Safety.

It is our thought that representatives of the Safety Department are allied with all of the operating branches for the purpose of assisting general and local officers to keep in closer touch with Safety and related

matters, in a measure to be additional eyes and ears in the interest of humane and efficient operation. Members of the department are employees from the ranks who have had experience in one or more branches of the service.

In order that the management may be in close touch with Safety activities, there are a number of Committees meeting monthly or bi-monthly, composed of officers and employees who report to the general committees, the Central Safety and the General Fire Prevention Committees, the General Manager being Chairman of both committees, and the Supervisor of Safety being Secretary. The work of the Field Committees is checked by the General Committee and thus the operating officers are in close contact with the wishes and ideas of men on the firing line through their representatives on Field Committees.

We have taken a long step forward in the interest of closer co-operation by placing in membership an official employee representative of the shop crafts on each Shop and Terminal committee and the appointment of the four General Chairmen of the Big Four Brotherhoods as permanent members of the Divisional Safety Committee. A large share of credit for the improved Safety record of the past few years is given to the Field Committees, whose members have worked consistently and sincerely for the elimination of unsafe practices and conditions on the line.

We lay great stress on responsibility of supervision, believing that the word means just what it says—Super-VISION. We believe the Safety record of any unit is an excellent measuring stick of the quality, quantity, and character of the supervision of the unit, because a good Safety record denotes care in selection of employees, careful training and education, the exercise of judgment and VISION.

Investigation is made of all reportable accidents. This takes time, but it is well spent if the investigation is thorough and immediate

action is taken to prevent repetition, once the cause of the accident or injury is learned.

We have found it necessary frequently to approve recommended discipline for violation of Safety rules. We hold that failure to comply with a Safety rule is oftentimes more fraught with danger than the violation of an operating rule. An employee who expects to work for a railway company should do so in accordance with rules that make it safe.

That there may be no misunderstanding, we quote instructions to our Surgeons on returning of injured employee to duty:

"Give the employee the benefit of the doubt, and in no case return an employee to regular or light duty if working will in any manner delay or prevent complete recovery. Employees whose duties are such that they may perform the ordinary duties of their occupation with safety may be returned to light duty."

The Management is interested only in an honest record under requirements of the Interstate Commerce Commission. Some employees seem to be of the opinion that the Safety movement is concerned with the correction of unsafe conditions to the exclusion of unsafe practices. We welcome suggestions that will make the property safer, but it should be understood that the majority of accidents are due to practices under the control of supervision and the individual. Rules have been laid down that forbid chance taking. The individual must form the habit of working safely.

It should be borne in mind that the officers of the Company are interested in the Safety movement not for themselves, but for the safety of others. It has been my pleasure to have associated with me an operating staff who are sincere in their efforts to improve the Safety record of the Hocking Valley and the records of the past years justify the pride we take in our record.

We maintain annual departmental

(Continued on page 115)

# Safety Work a Paying Investment

Vital Interests of the Employee, the Employee's Family, and the Officers Largely Dependent Upon Success of Movement

L. G. Bentley, General Safety Agent, Chesapeake and Ohio

INTO every undertaking, whether it be religious, social, humane, or commercial, there is necessity for a periodical inventory.



L. G. Bentley

This is good business, and often discloses the need of changed methods, sometimes changes in Management if that undertaking is to be placed or remain on a paying basis.

As this number of our MAGAZINE has been so considerably dedicated to the cause of Safety—particularly as it applies to our organization, the time is opportune for us to take an inventory of Safety work in order that we may decide whether or not it has been a paying investment.

Other than the public and the owners of our Railway, there are three general classes of persons whose vital interests depend upon the successful operation of our Railway, and in no feature of that operation are they more vitally concerned than in Safety.

These persons in the order of what Safety means to them are the employee, the employee's family, and the officers.

In taking this inventory, it is suggested that each as a class and as individuals inquire of themselves, "What have I invested in the Safety movement?" and "What has the Safety movement done for me?"

Shall we answer these questions from experience, taking each class in the order named?

## THE EMPLOYEE

The mind of man is his most valuable earthly possession.

Safety and success in life depend upon the manner in which a man uses his mind.

As to the employee's investment in Safety, we find that he invests his mind—his power of thought. He

invests his love of life, of comfort, of happiness and of his family. He invests the time he spends in attending Safety meetings and the time he takes to plan his work in advance, so that the highest degree of Safety may be assured. The time thus used is approved by the Railway Management, and for it the employee is paid in full.

The employee invests his moral responsibility to protect the lives and the happiness of his fellow workmen. He invests his conception of the Golden Rule. He invests a word of friendly warning when he sees a companion taking an unnecessary chance. His investment consists in part of obedience of the rules and instructions and a loyal, helpful and friendly attitude toward his Foreman.

None of this has cost him a penny, nor deprived his family of a second of his companionship. These are investments of the finer things of life.

More than anyone else, the employee reaps richly in the dividends of Safety.

In so far as preventable injury may affect him, he remains alive and whole. His earning capacity is unimpaired. He carries Safety and happiness into his job and into his home.

By his careful methods of work, the care of his body and improvement of his mind, he becomes better equipped to take on new responsibilities which often come to him more quickly because his superior officer sees in him a dependable assistant. This is as it should be.

He receives a reward in the high and affectionate esteem in which he is held by his associates. Not the least of his pay comes with his knowledge that he has done the right thing in the right way, and he is happy in that knowledge.

Happiness is the best earthly reward that can possibly be enjoyed, and this reward will be in exact proportion to the investment.

## THE EMPLOYEE'S FAMILY

The families of employees are those

of whom we usually think as their wives and children. These may contribute to the success of the Safety movement, the future activity and happiness of their wage earners, and to their own comfort and happiness almost beyond belief.

Nothing more completely distracts a workman's mind from his duties than the recollection of a nagging experience at home, of children whose tendencies are to go astray, or a family disposed to spend more than he can provide.

The safe workman's mind must be on his job.

A poorly-cooked meal, or meals served irregularly, will send him to work in a sluggish state of mind, poorly prepared to meet an emergency.

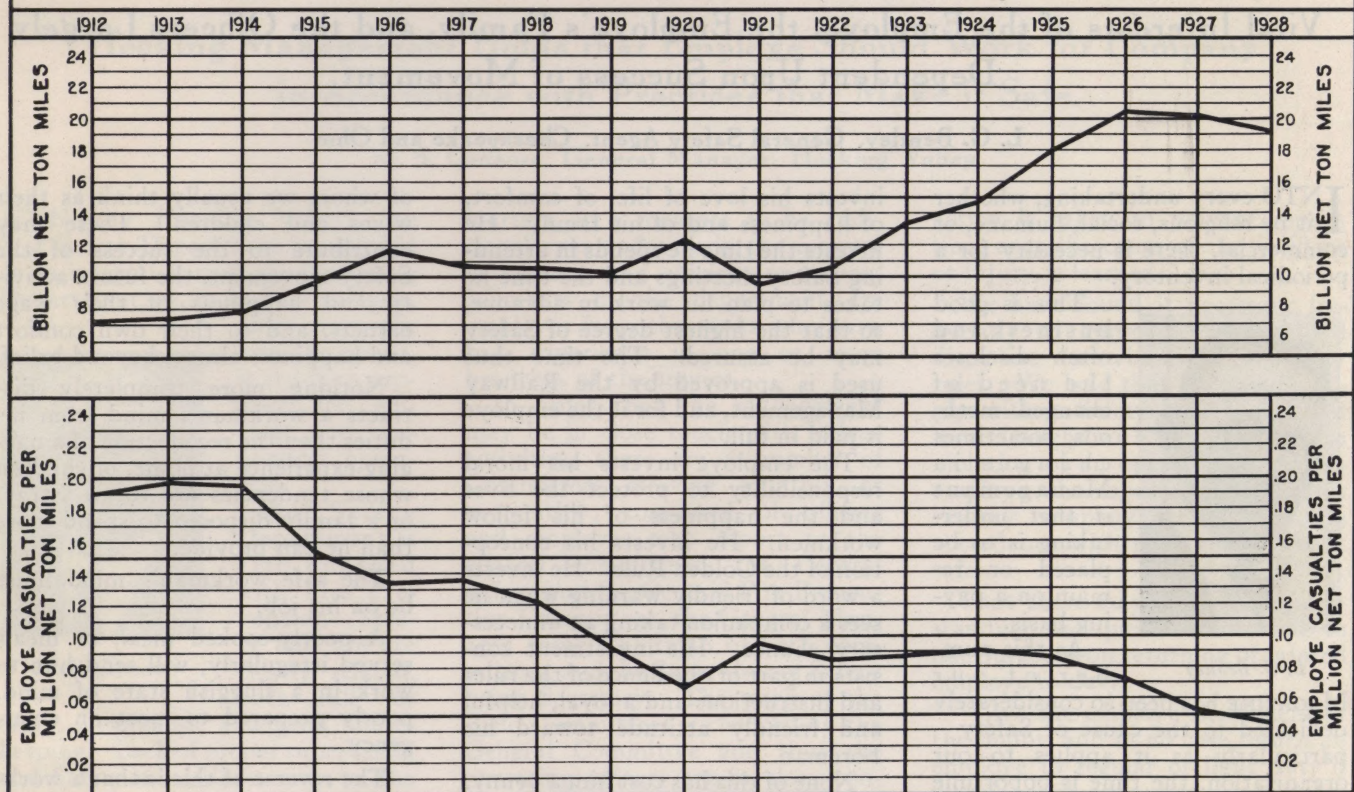
The reverse of this is that a workman may take with him to his job recollections of smiling faces, loving embraces and words of affection. He has rested well and enjoyed good food. His lunch box has been packed with loving care. He has a contented, active mind, good digestion, unbroken rest and a healthy body. He is usually a safe man. He has something to live for, and a desire to live so that he may enjoy it.

The preparation for this condition of mind must be largely the investment of his family.

Those things which are returned to such a family by the Safety movement are the absence of sorrow and suffering, due to preventable accidents, a full pay check and the expenditure of that pay check for the substantial things of life, rather than to satisfy bills for the treatment of injuries during which time the income stopped. Such a family receives the accustomed necessities and comforts of life and wholesome amusements.

A savings account is started and begins to suggest later independence. A home is bought and, in time, paid for. The children are educated to meet life's battles and that family enjoys those satisfactions, privileges and blessings which are theirs by Divine right.

## THE CHESAPEAKE AND OHIO RAILWAY COMPANY NET TON MILES AND EMPLOYEE CASUALTIES



Office of General Safety Agent, Richmond, Va.

M.W. 1005  
1-B-602

### THE OFFICER

The officer is the man in charge of the job, whether it is the movement of trains, the building of a locomotive or bridge, the unloading of a freight car or managing the Railroad. He is the one who plans the performance and is held responsible for its success. His plans are made on the assumption that everything will move as intended. He makes no allowance for accidents nor for the disability of his men through accident. Were he to allow time or expenses for those irregularities, he would acknowledge in advance his inability to supervise the job without accidents.

When trouble arises, when there are cars derailed or trains delayed, the smooth execution of his plans is interfered with. In other words, he does not "Get in on time" and the efficiency of his management is debited accordingly.

This refers to failure and damage to inanimate things. The same is true of men with this exception; damaged power, equipment or construction can be replaced or repaired and a new start made. The Supervisor has a chance to retrieve himself for these are man-made features of equipment, but when man, that

noblest work of God, suffers permanent disability, his physical members cannot be restored. He is perhaps forever removed from the midst of his fellow workers, and the support of his family. There are surgeon's bills, hospital expenses and ambulance charges to pay; there is payment for time lost and not worked.

There is an inevitable let-up in the efficiency of all those coming within the influence of the injury. Valuable time is spent in the investigation of that injury. There is a lowering of the *esprit de corps* and the necessary training of a new man.

This may not appear in written words or figures as a debit on the officer's record, but it might well so appear for it most assuredly stands against the efficiency of his supervision.

The officer in charge of men, or in charge of the operation of a railroad, invests his hopes of success in the performance of his men. What, then, ought he to invest in the Safety and happiness of those men?

The officer invests first in equipment that is as safe as it can reasonably be made and then in training his men to use that equipment as intended.

He invests the same interest and enthusiasm in the Safety of his producers as he does in production, and his men are the producers.

He invests confidence in his men and in their suggestions or recommendations for Safety.

He makes no more valuable investment than that of starting the new man off right and in educating him thereafter in the principles of Safety.

He invests supervision over his men to see that they observe the rules and instructions pertaining to Safety as well as all other features, using kindly measures, helpful advice and pleasant reminders as long as such conduct is efficacious. Few men require more than this. When necessary, he must resort to sterner measures, not only to correct the erring one, but for the protection of innocent co-workers who are certain to suffer in time from persistent and willful violations of the rules and instructions.

In the event of injury to one of his men, he invests solicitude for his welfare and interest in his recovery. This interest should be displayed promptly when trouble comes.

(Continued on page 24)

# Yesterday, Today, Tomorrow--In Safety

Search First was for Unsafe Conditions, Now it is for Unsafe Practices,  
and in Future it will be for Unsafe Men

E. R. Cott, Supervisor of Safety, Hocking Valley

SINCE the Safety movement was established on the railroads of this country, employes generally are yearly showing a greater concern and taking a deeper interest in the conservation of life and the prevention of accidents, both of which account for the gradual but none-the-less gratifying reductions in fatal and non-fatal injuries.



E. R. Cott

On our Railroad, Safety above everything else is not a mere slogan, but it is fast becoming the impelling force that governs the actions of employes, and to this fact we attribute our splendid progress. Continued and even greater success depends entirely upon how each of us, as individuals, performs his assigned duties; and so, in advocating and teaching Safety and requiring a strict accounting for waste of men and material, we lose nothing, but reap richly in the economy of both. Therefore, it is evident you are not working for yourself alone when you advocate and teach Safety.

Accidents don't just happen; there is a cause for every one. The usual cause is carelessness, indifference or neglect, but regardless of what the actual cause is, there is a real one for every accident or injury. Naturally, accidents always come unexpectedly, and from the most trivial move or thoughtless action. The individual must be educated to realize that danger is lurking everywhere to catch him off his guard, and that Safety means constant and eternal vigilance with full use of mind, sight, hearing and action.

We should, at all times and under all conditions, practice Safety. Good examples are often more effective than the spoken or written word, and by setting good examples we may lead the careless, thoughtless, indifferent and negligent to imitate

us, not only for their own Safety, but also for the Safety of their fellow employes. Men who are alert and conscious of their surroundings seldom get hurt. It is the employe who does not concentrate on his work that gets injured, or jeopardizes the life and limb of his fellow workman.

An active Safety Committee can do much good work along Safety educational lines, but when education fails to produce the desired results, Safety Rules should be enforced the same as operating rules are enforced.

A Foreman who has a genuine interest in his men and their families will do all things safely and thus, like the Greatest of all Teachers, will let his acts reflect his ideas and convictions with reference to this humane undertaking. He must know that his men understand Safety Rules as well as the few local rules that may be necessary, and apply to their own particular needs and, through instructions, train his men in the safest ways to perform their various duties. The average man appreciates his interest and will endeavor to abide by his teachings. "Safety is cheap at any price, but it only costs a thought."

We cannot improve our Safety records to any extent by getting the men together and preaching a long Safety sermon to them, while many times the Supervisory officer smiles and goes back on the job, employing the same old tactics of thoughtlessness and indifference to the welfare of the men under him. There is a type of boss who comes into the Safety meeting and gives a splendid talk on Safety, but it has no effect on the men, because they know he is not sincere. There is a natural instinct in all of us to follow the leader.

The world cries out for leadership and too often cries in vain. No one holds any patents on leadership. Anyone who can develop in himself the necessary qualifications will find ample work to do, if he, at the same time, can develop the protecting qualities which will keep him from falling a victim to his own success.

Good ability is not so scarce as is the knowledge of how to market it properly and to the best advantage to the world and the individual. The most satisfactory results seem to be attained by doing the best that is in one continually, paying very little attention to the immediate reward, that seems to take care of itself.

The world will pay for what it wants, even if it seems a little slow at times in paying for what it needs.

Mr. Bentley, General Safety Agent, of the Chesapeake and Ohio Railway, in his article published in this same number of the MAGAZINE, chose for his subject, "Safety Work a Paying Investment," and Hocking Valley employes are urged to read his article, which so clearly proves what must be obvious to any thinking railway employe of a few years' experience. We shall endeavor in our remaining space to discuss the future of the Safety movement.

For a number of years, we have been shaking the Safety tree, getting the easy apples, but now it will mean climbing, and work to pick the remaining apples. Unsafe conditions, indifference, poor housekeeping, malingering and lack of pride in record fell with the early shaking, but there are still many apples that must be hand-picked and will only be taken from the tree through effort.

At the top of the tree there still remains many unsafe practices that will be removed one by one as soon as supervision and employes realize alike their responsibility.

The work of the Safety Department has changed and is changing now, whereas a few years ago the Inspectors were busy looking for unsafe conditions, they are concerned today with unsafe practices and tomorrow they will be looking for unsafe men.

The Safety worker of the future will be a personnel officer, because with the changing of the times there will be little necessity for any one to devote much, if any, time to conditions or practices, because Safety consciousness, Safety engineering and Safety rules will have made it

(Continued on page 114)

# Individuals to Blame for Accidents

Company is Seeking to Improve Safety Record by Inviting Co-operation of all Employees in Educational Program

J. W. Small, Chief Mechanical Officer

ON all railroads, generally the first rule in the book of rules reads "Safety is of first importance in the discharge of duty".



J. W. Small

This was for many years considered by railroad employees to apply more particularly as safety in operation, to avoid collisions, derailments, and other accidents in operation, the thought of personal injury ap-

plying more particularly to the passenger patrons.

The railroads were chartered many years ago, but Safety as an organized effort to prevent injury and death to employees is of quite recent origin. There had been a number of men, not many, considering the number of employees, who individually undertook active work in a number of ways to reduce the awful toll of railroad employee casualties which occurred.

The father of organized Safety on the railroads is quite generally conceded to be Ralph Richards, of the Chicago and Northwestern Railway, who stated that the movement originated in an effort to save the terribly high loss of money in railroad operation due to the injury and deaths of employees, passengers, crossing accidents and licensees.

Strange, but true, the first efforts of the railroads to put across Safety First met with a lukewarm reception on the part of the employees. As W. G. Lee, head of the Brotherhood of Railway Trainmen, aptly has stated, "The railroad employees had found up to that time they had to fight for everything they got and when they were tendered this movement free, 'on a silver platter', they thought there was a 'nigger somewhere in the woodpile'!"

Mr. Richards, deceased within recent years, and Mr. Lee lived to see the movement for Safety of em-

ployes in all branches of railroad service become one of the most vital factors of operation; and became among the foremost in promoting it to that successful achievement it has experienced in recent years. Of course, the first things that were considered were the mechanical features, safeguarding of machinery and other hazards of that nature.

Every employee who has been working for the railroads for any considerable time can look back to the time when machinery, tools and equipment were in a condition that caused many injuries and deaths to fellow employees. Today that is all changed and practically all of such things have been so adequately guarded that they are practically foolproof.

Safety Committees have been established in Shop Yards, Freight Terminals, and through these the Company welcomes the suggestions, thoughts and ideas of promoting Safety to the employees in all ways.

It is now a rare case among the personal injury reports to find one due to defective equipment, tools or machinery. But the large bulk of the accidents resulting in personal injury are due to actions of the individual employee.

The Company is earnestly striving to reduce this class of accidents in many ways, inviting the co-operation of the individual employees through committees, Foremen or other supervisory heads of departments, to call attention to unsafe practices on part of fellow workmen as well as to unsafe conditions that may lead to injury. Posters, literature and bulletins without number are being issued with the hope that men will work safely.

Every employee knows that getting injured is bad in many ways. There is personally the suffering, the loss of wages, the disorganization of home when a father or other member is disabled, and so forth. No man leaves his home for his day's work, or his night's work, with the desire of being injured. Surely the Company does not want one of its

employees injured, as it is a distinct economical loss to it. No Foreman wants one of his men injured. Then, we may ask, "Why do men get injured?"

A study of the personal injury reports reveals that the great majority are due to such causes as chance-taking, or, in other words, doing the thing in the wrong way or at the wrong time. Carelessness and indifference are fruitful causes. "Short cuts" in the performance of work is another great cause. It would appear that most cases of personal injury are due to men not placing that high value on themselves that they owe to self, family and the Company.

The whole gist of Safety First activity is for the employee to become educated to take that greater care of himself that he will not get injured or injure a fellow workman.

I wish to say a word on good housekeeping. This applies not only to proper placement of stores, material, supplies, but also to the individual workman keeping the area where he is occupied, at bench lathe or other tool, his engine or other equipment where he works, in a neat and tidy condition at all times. That tools are all right, that wrenches with worn or spread jaws are not used, that burr-head chisels be dressed. It is impossible to go into detail of all these minor things that cause injuries. Each man knows his tools and surroundings and he is the one that must protect his own Safety in the proper care and use of them.

Railroad work is hazardous and dangerous. An employee should never forget it, and to be safe he must overcome that hazard and danger. If an employee walks on the track between the rails, or even on the ties outside the rails, he is probably in the most dangerous place one can possibly be. And if in that dangerous place and he does not use the senses with which he is endowed to overcome that danger, he is most likely to be struck by a moving engine or car. One of the first thoughts

(Continued on page 115)

# Maintenance Employees Hard to Reach

Properly Equipped Safety Car Provided to Visit Various Points on the Line Where Instructive Meetings are Held

C. J. Geyer, Assistant to Vice-President--Operation

WHEN the Safety movement was started on the Chesapeake and Ohio Railway, it was the desire of the Management to reach every employe and explain the great humane movement in order that each would receive the benefit of the knowledge gained of this work through experience in the operation of all the railroads in the United States.



C. J. Geyer

Employees of the Maintenance of Way Department are necessarily located in small groups over the entire System; therefore, they have been more difficult to reach than employees of other departments located in populous centers where convenient meeting places for large numbers may be readily arranged.

There is no other class of employee on this railroad more eager to carry out the wishes of the Management than those of the Maintenance of Way Department, and when these employees know what is wanted they have always "delivered the goods".

The Safety performance on the Railroad has steadily improved and would be very gratifying to a great many corporations, but we are not satisfied unless we are on top. We should strive for better than an average condition.

In 1923, we suffered 17¼ injuries for each million man hours. In 1928, the rate dropped to 11 injuries per million man hours. This is the rate for all departments. The Maintenance of Way Department did not contribute its share in this improvement, largely because its employees have not had the advantage of the Safety meetings where Safety lessons are taught.

In order to reach all employees, the Management has provided a Safety Car, properly equipped to hold Safety meetings. This car is in charge of competent Safety Instructors and will be moved to various

points on the Railroad where meetings will be held for the purpose of reaching those employees not having the advantage of a location where Safety meetings occur at regular intervals.

I know that our people in the Maintenance of Way Department want the best Safety record, and in order to make such a record I urge that every Foreman attend the Safety meetings as often as consistent, and to take his men along. They will be surprised when they learn of the many things that have caused accidents among Maintenance employees, little things that are being done every day without a thought of possible injury to self or men.

Injuries to the eye are among the common accidents suffered by Trackmen. Many eye injuries are caused by flying particles of steel while cutting rail. The man holding the chisel in this work is wearing goggles, but some of the force waiting to handle the cut rail are watching the operation, not wearing goggles, and they are the ones often injured by the flying particles of steel. Is it not better for these men to keep at a good distance from the rail-cutting operation or turn their backs so there is no danger of serious injury to eyes or face? Think what a terrible thing to lose the eyesight and how easily such an accident may be avoided by so little effort.

Foot injuries also occur too frequently among Maintenance men, particularly Carpenters while adzing timber. The adze slips and a bad cut is often the result. Be careful to stand so the adze will not strike your foot or leg if there is a miss-luck. You have heard of the man that climbed out on a limb and sawed it off behind him. You, no doubt, thought it was a foolish thing, but we have injuries caused by a Trackman knocking off a track jack while his foot is under the rail, resulting in a badly-mashed foot and four or five days' lost time. Foot injuries were the cause of 33% of all accidents on this railroad in 1928.

Failure of scaffolds has caused a good many injuries. The good

Foreman will carefully examine material used in scaffolds and know that it is in safe condition before permitting his men to risk injury by its failure.

Accidents in the operation of motor cars is one of the outstanding causes of a high injury rate. Our motor car rules are good and each operator of a motor car should study them carefully and operate his car strictly in accordance with every rule. Close observance of all these rules will materially cut the accident rate, but every operator of a motor car knows that rules cannot be made to cover all conditions. It is necessary that each operator be on the alert at all times so he is ready for the unexpected thing that may cause trouble. Run slowly over frogs, switches and road crossings, with the engine cut out. In this way, you can see obstructions of any kind and stop the car quickly, and so avoid personal injury and very often damage to the car. Brakes do not work so effectively on a wet rail, so more than ordinary care must be exercised when operating a car in wet weather. When there is only one man on a motor car, making it impossible to flag around curves, the car should be run slowly, so the operator can step off without injury to himself if there is any obstruction on the track. Many other things contributing to accidents will occur to the thoughtful operator and it is the duty of each man to carefully think of his responsibility in hand and motor car movements.

I could go to considerable length reviewing accidents that have occurred on our line caused by someone's failure to think of the chance he is taking, but I only desire here to point out a few typical cases and urge each of our Maintenance employees to use every opportunity to study causes of accidents and ways to prevent them.

If Foremen will keep in close touch with injured men and get them back to work as soon as they are capable of performing their duties, it will materially cut the reportable accidents and improve the Chesapeake and Ohio standing.

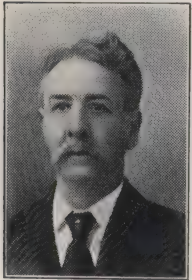
# Do You Know Your Railroad?

## Brief History of the Legal Department, with Interesting Comments on Some of the Outstanding Figures of the Past and Present

H. T. Wickham, Advisory Counsel

*(Fifth of a Series of Informative Articles by Officials of our Companies)*

I HAVE been requested to write a brief history of the Law Department of the Chesapeake and Ohio Railway Company.



H. T. Wickham

The first General Counsel was Colonel John B. Baldwin, upon whose death Judge William J. Robertson was appointed as such. I started to practice law in Richmond in 1870, at the age of twenty-one.

It was my good fortune to be associated with those men—they were great lawyers, but entirely different in temperament and method. The measure of success that subsequently attended me is due greatly to the precept and example of those two men. In addition to being a great lawyer, Baldwin was a great statesman. A striking parallel can be drawn between the attitude and speeches of Baldwin when he was the Speaker of the House of Delegates in 1865-6 and 1866-7, on the subject of the State Debt, principally held by English creditors, and the attitude and utterances of the present Premier of England, Stanley Baldwin, when he was a commissioner of his government relative to the debt due by Great Britain to the United States. Colonel Baldwin had been a fellow-student at the University of Virginia with my father. They had been friends through life, were members of the Secession Convention, and both strongly supported the Union. In May, 1865, I was a youth of fifteen, at school in Lexington, Va. When destruction fell upon that community, in common with the rest of the State of Virginia, consequent upon the close of the war, a party of ten of us boys undertook to walk from Lexington

to our respective homes, five of us being from Hanover, the distance being 140 miles, approximately. We reached Staunton late one evening in a very severe thunder storm, and drenched to the skin. We did not know where to go, but arranged to meet the following morning, each shifting for himself for the night, and share whatever aid we could get between us. I remembered to have heard my father speak of his friend, Colonel Baldwin, who lived at Staunton, and I directed my course in the direction of his house, inquiring from passersby, for I had never been in Staunton. I overtook a large, fine-looking man, took off my cap, and asked in which direction Colonel Baldwin lived. Our little party was traveling light; nothing in our pockets, no change of clothing; simply our caps, jackets, trousers, and very dilapidated shoes. I was wringing wet. The gentleman looked kindly at me and asked me where I came from. I told him. His next inquiry was, if the boys still played bandy on the Campus. I told him they did. He next asked me where I got my bandy stick. I told him I had cut it on the Brushy Hills. He said that when he was a boy he had cut bandy sticks on the same hills. He then asked me what I wanted with Colonel Baldwin. I told him I hoped he would help me get home, as I had walked forty miles and did not wish to walk a hundred more if I could help it. Finally, he asked me who my father was and I told him. Just then, we had reached the gate of a very nice looking residence, with grounds, and he pointed to the house and said, "That is Colonel Baldwin's house". I took off my cap, thanked him, and started through the gate. He said, "Hold on, I am Colonel Baldwin," and called in a loud voice to his wife, whose name was Susan, to come out on the porch. He told her who I was, suggested that she

take me upstairs and give me some dry clothes, which she did, giving me a complete suit of the Colonel's. My wet clothes were taken down to the kitchen to dry and were all right the next morning. As I came out of the door, dressed in the Colonel's clothes, his coat being far below my knees, a very lovely girl of about thirteen was passing in the hall, and seeing this object descending the stairs, she shouted in merriment and my dignity was greatly offended. We made friends, however. The next morning, after breakfast, I started downtown with the Colonel. When we got to the porch, he said, "Henry, if you had asked me last night how I could help you get home, I would not have been able to do it. This morning, I went to my office before breakfast, and was paid my first fee since I recommenced the practice of the law." He said, "Hold out your hand." I did so, and he produced eight five-dollar gold pieces, four of which he put in my hand, retaining the other four. He said, "Tell Williams Wickham that John Baldwin divided evenly all the money he had with his son, Henry." That was the first gold piece I ever saw.

In November, 1868, General Wickham was elected President of the Chesapeake and Ohio Railroad Company, and Colonel Baldwin was made the first General Counsel. I then was a law student at the University, and whenever I went home, and in the summer, I saw a great deal of Colonel Baldwin, who took a great interest in my legal education. He told me many incidents that occurred while they were trying to induce C. P. Huntington to become interested in the property. The first legal organization was John B. Baldwin, General Counsel, and his nephew, Thomas D. Ransom, as Law Inspector. This continued until Colonel Baldwin's death, when Judge William J. Rob-

ertson, his great rival at the bar and his successful competitor for the Supreme Court, succeeded him. My first connection with the Chesapeake and Ohio was in February, 1874, when Judge Robertson made me Assistant Attorney. The organization then was William J. Robertson and James H. Storrs, who was Mr. Huntington's personal counsel in New York, as the General Counsel, with myself and William H. Hogeman, as Assistants. Hogeman and myself reported to Judge Robertson. This organization continued until Mr. Hogeman's death, when Simms and Enslow, very great lawyers in West Virginia, succeeded him. In December, 1875, a legal raid was made upon the Chesapeake and Ohio Railroad Company by a suit in the United States Circuit Court, under the style of *Richards v. The Chesapeake and Ohio*, and without notice on the petition of \$125,000 of bonds, the Chesapeake and Ohio Railroad was put in the hands of one Henry Tyson, a Baltimorean, as Receiver. Judge Robertson, my father, and myself were in my office uptown, for the railroad did not furnish us lawyers with offices, when my father's secretary came in, stating that there was a man down at the old Chesapeake and Ohio Depot, where the general offices were, demanding possession, but that he had produced no paper or written authority. Judge Robertson and my father busied themselves about the preparation of an answer or protest, and sent me to the courtroom to have the matter held up until the following morning. While I was addressing the court, I was interrupted by the Judge stating that he had appointed a receiver and proposed to put him in immediate possession. He refused to hear me further, and adjourned the court. I returned to the office, and was sent that night to New York, to explain the matter to Mr. Huntington and bring him and Mr. Storrs back to Richmond. A meeting of stockholders and bondholders was held in the office of Fisk & Hatch, the Company's bankers. It was a raw, inclement day. I remember the first words of Mr. Huntington were, "Well, gentlemen, the wind is smartly from the east today, and I would like to have Mr. Wickham make a statement to you," which I did. And Mr. Huntington and Mr. Storrs came back with me to Richmond that night. In those days, there was no rail connection between Washington and Richmond, so we

took the boat at Washington for Aquia Creek, where the rail journey was recommenced. After breakfast, on the boat, Mr. Huntington, Mr. Storrs and myself were seated in the saloon. It was a dismal, sleety, raw day, and Mr. Storrs and Mr. Huntington appeared somewhat depressed in spirit. To cheer them up, I predicted all manner of success. Mr. Huntington was a kindly-spirited, light-hearted man, readily accessible to young men, I was a little more than a youth, and he jocularly told me to shut up. I persisted. The ship's Bible was on the marble-top table and, after some persiflage, I induced Mr. Huntington to stand up by the table. Mr. Storrs, who was a dour-faced, elderly Scotchman, with a plaid muffler and cap, was induced to stand by him, with the request that he watch him and see that he did not peep. I stood across the table, opposite Mr. Huntington. Mr. Huntington shut his eyes and I opened the Bible haphazard and told Mr. Huntington to put his finger down quick, without seeing, and read the verse on which his finger rested, which was the eighty-third Psalm, second verse, "For lo! their enemies make a tumult." Mr. Huntington's reply was that he did not need to go to a Bible to tell him that he was in a first-class row. My rejoinder was, "Well, at least we are getting near. Let's try it again," which was done, and his finger rested upon the words in the tenth chapter of St. John, thirty-ninth verse, "but he escaped out of their hands." The residue of the journey was in the highest spirits and we reached Richmond perfectly confident of ultimate success, which was eventually accomplished by getting the Chief Justice, Morrison R. Waite, to dismiss the suit of *Richards*, and direct Tyson to deliver possession to my father, who had been appointed Receiver, in proceedings instituted in the Circuit Court of the City of Richmond and the Circuit Court of Kanawha, W. Va. The ultimate upshot of which was the sale of the property under judicial decrees and the organization of The Chesapeake and Ohio Railway Company, July 1, 1878. This was mainly brought about through the arguments of William M. Evarts and Judge W. D. Shipman, of the firm of Shipman, Barlow, LaRoque and MacFarland. I had the further inestimable good fortune of association with those great and distinguished lawyers and statesmen. Upon the death of Mr. Storrs, Mr.

Charles H. Tweed, who had married one of Mr. Evarts' daughters, was made the General Counsel in New York, and the organization then was William J. Robertson and Charles H. Tweed, as General Counsel, and William H. Hogeman and H. T. Wickham, as Assistant Counsel. In January, 1886, I was made the General Solicitor and Henry Taylor, Jr., Assistant General Solicitor. This continued until Judge Robertson's retirement, when I became General Counsel, and Mr. Taylor succeeded me as General Solicitor. In 1909, I was made Vice-President and General Counsel. Whatever success has attended my efforts is mainly due to the ability and loyalty of one of the best lawyers I have ever known and one of the best of men. If I ever was inclined to stray from the "straight and narrow", my course was always steered correctly by the real helmsman, Mr. Taylor. In 1888, the Railway Company again became involved in financial difficulties, and there was a second receivership. Mr. Hogeman had died and Messrs. Henry C. Simms and Frank B. Enslow, two of the strongest lawyers I have ever known, became counsel in West Virginia. With them was subsequently associated along the line, the Codifier, Judge James H. Ferguson, and his then-young assistant, Joseph E. Chilton, subsequently the firm of Chilton, MacCorkle, Clark & MacCorkle, and Gen. J. W. St. Clair. Upon the death of Messrs. Simms and Enslow, Herbert Fitzpatrick, and his firm, Fitzpatrick, Brown & Davis, succeeded them, and on my retiring to the position of Advisory Counsel, Mr. Fitzpatrick succeeded me as Vice-President and General Counsel.

As is well known, he has splendidly upheld the loftiest traditions of the bar, and the Chesapeake and Ohio has now expanded into what is believed to be the greatest railroad system in the United States.

During the general counselship of Colonel Baldwin, the theory of the legal organization was based upon the contract between the Virginia Central Railroad Company, a Virginia corporation, and the commissioners of the states of Virginia and West Virginia, made in August, 1868. Colonel Baldwin's theory was that this was, in effect, a compact between the two states and no change could be made without concurrent action of each state. In 1878, under the general counselship of Judge Robertson, a separate fore-

closure and sale occurred in each of the two states, and under the statutes of these states, a separate legal entity, though bearing the same name, was organized and the theory then prevailing was that the old contract had been wiped out, and that The Chesapeake and Ohio Railway Company was a separate organization (although having the same stockholders and officers) in Virginia, from that in West Virginia. The inconvenience of and the many other objections to this theory caused me to cast about for a return to a single organization, and therefore the effort was made to bring by deeds of conveyance, or leases, into the Virginia corporation, all the properties, and as the various expansions took place from time to time, and circumstances were propitious, deeds were taken, the various branches in Virginia and West Virginia, and the various acquisitions in Kentucky, Ohio and Indiana, were brought under the single organization of The Chesapeake and Ohio Railway Company, the Virginia corporation. Among the first was the Elizabethtown, Lexington and Big Sandy, through the guidance of Breckenbridge & Shelby, succeeded by John T. Shelby, succeeded by Hunt, Northcutt & Bush, and, in Louisville, by that great lawyer, Alexander Pope Humphrey, succeeded by Humphrey, Crawford & Middleton. Then came the Maysville and Big Sandy, under the guidance of that great lawyer and statesman, Gen. W. H. Wadsworth, succeeded by his son, Harry Wadsworth, in turn by Wadsworth and Alexander Cockran, now of the United States District bench, and by Browning & Reed, whose jurisdiction was extended over the Big Sandy Division, aided by Kirk, Kirk & Wells, of Paintsville. In Covington and Cincinnati our rights were ably defended by Simrall & Galvin, succeeded by Galvin & Galvin, and upon the death of the late mayor of Cincinnati, John Galvin, by the firm of Galvin & Tracy. A volume could be written relative to the activities of the great firm of Hoadley, Harmon and Colston. As the road was expanded from Cincinnati to Chicago, H. C. Starr, who had been counsel for the receivers of the Indiana line, was continued as Counsel, now succeeded by that able lawyer, Albert H. Cole, of Peru, Ind., in association with William G. Wise, Counsel in Chicago. The litigation of the Chesapeake and Ohio Northern was

under the capable and efficient direction of the Hon. Henry Bannon. When the Hocking Valley was acquired, its very-involved and vexatious litigation was under the direction of those able lawyers, Wilson & Rector, of Columbus.

In October, 1888, the control of The Chesapeake and Ohio Railway Company passed from the hands of Mr. Huntington, and John C. Bullitt, of Philadelphia, then personal advisor of Anthony J. Drexel, and the Morgan interests, directed the general legal policy in connection with Judge Robertson, and Mr. Tweed retired as General Counsel, leaving Judge Robertson as the sole General Counsel. After the retirement of Judge Robertson, the general policy was directed from Philadelphia by Mr. Massey, and upon the return of the Huntington interests under the chairmanship of Henry E. Huntington, A. C. Rearick, under the title of Counsel, largely controlled the general legal policy.

In 1890, when The Chesapeake and Ohio Railway Company acquired its James River Division, formerly the Richmond & Alleghany Railroad, Robert L. Parrish was local Counsel from the Blue Ridge to the West Virginia line. Upon his death, he was succeeded by his son, Robert, L., Jr., and on whose death the present able advisor, J. M. Perry, of Staunton, was appointed. The staff of the Richmond & Alleghany was composed of very strong and able men; Kirkpatrick & Blackford, of Lynchburg, succeeded by Charles M. Blackford, who in turn was succeeded by Messrs. Harrison & Long; the late great United States Senator, Thomas L. Martin, from Scottsville, Albemarle; that fearless and successful advocate, Judge A. K. Leake, succeeded by his son, Hon. David H. Leake, now Assistant General Solicitor, upon whose promotion the firm of Leake & Spicer attends to the local business. On the Peninsula Division, the pioneers were the Hon. Thomas Tabb, the Hon. Fillmore Hubbard, Hon. Arthur S. Segar, and Messrs. Lett & Massie, succeeded by the present firm of Lett & Ford, of Newport News, and in Norfolk, that successful lawyer, W. L. Williams, protects the interests of the Company.

The Legal Department at Richmond is now composed of Herbert Fitzpatrick, Vice-President and General Counsel; Robert B. Tunstall, Assistant General Counsel;

H. T. Wickham, Advisory Counsel; Henry Taylor, Jr., General Solicitor; David H. Leake, Assistant General Solicitor; George H. Gardner, Assistant General Attorney; H. G. Fitzpatrick, Assistant General Attorney; C. R. Lowry, Attorney; T. L. Preston, Attorney, and W. P. Sandridge, Jr., Assistant Attorney.

Of course, in the limits of such a paper as this, it is not possible or indeed advisable to go into the numberless great cases, exciting incidents, and wonderful efforts made by those who, I have always maintained, constitute the best Law Department of any road in the United States. It is a satisfaction, however, to be able to pay a tribute to the great men who in the past have directed the legal destinies of The Chesapeake and Ohio Railway Company, and to those who in the present so ably protect it against all assaults.

I have the confident expectation that, under the able guidance of its present general law executive, triumphs will be won in the future far greater than those that have adorned the pages of the past.

## 225 at Banquet in Logan

Grace Murtha, Correspondent  
Logan, O.

The second annual banquet of the Hocking Valley Health and Recreation Association was held on Wednesday evening, April 3, at the Pythian Hall, in Logan, O., with 225 members and guests present.

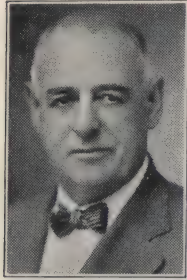
A special train came from Columbus, O., with eighty-five guests. Among them were J. E. Davis, Master Mechanic, and Mrs. Davis; A. Singleton, Purchasing Agent; W. L. Roller, Engineer of Maintenance of Way; J. C. McCaughan, General Storekeeper, and Mrs. McCaughan; E. R. Cott, Supervisor of Safety; S. R. Cobb, Assistant Director Health and Recreation; Fred Ehrman, General Foreman, and Mrs. Ehrman; Edward Hack, Secretary to the General Manager; R. C. Lichty, Secretary to Superintendent; Wm. S. Shannon, and Charles Drum, Safety Inspectors.

At 7.30 o'clock, the members of the association and their guests were seated at the banquet tables, where a three-course dinner was served.

# Investigation is Helpful Force in Accident Prevention

J. R. Cary, General Superintendent, Eastern General Division

THE primary purpose of investigation is with the view of bringing out more effectively the great importance of the first rule in the operation of a railroad—Safety First.



J. R. Cary

It was a thought, and has so developed, that the more initiative and individuality there can be employed, the fewer accidents will happen. Through intelligent, careful

investigation, the actual cause of accidents is developed. When the actual cause has been ascertained, immediate steps can be taken toward the prevention of recurrence.

Investigation tends toward making all employees more careful, for the reason they know that inexcusable acts will be brought out, and more effective measures adopted to prevent another similar accident.

Through investigation, the cause and the responsible party become advertised to other employees—no one wants to feel they are responsible for the injury to another.

Investigations are not popular with the employees, for the reason they bring out neglects, careless, foolhardy acts committed in ignorance or in unguarded moments; oftentimes the failure of the injured person to take care of himself as is required by the rules of the railroad, thereby bringing censure down upon the injured person.

Investigations are not popular with railroad officers, for the reason they are a lot of trouble, called work. They frequently set out where the officer, through the proper thoughtful warnings and training, or the selection of men to do the work intrusted to them, could have saved the personal injury and the investigation.

Through investigation the officers learn the fittest; those who are chronically careless, incompetent or not qualified for the work to which they are assigned. They teach the officers who fail to train their immediate subordinates to prevent injury to themselves and others. The officer

becomes more familiar with the common or exceptional accidents, and, through this experience, becomes better fitted for his position and for advancement to greater responsibilities.

Through these investigations, there has developed a personal interest on the part of officers to prevent accidents among any of the employees for whom they are responsible. They have set up competition between Divisions, Sub-Divisions,

forces and individuals themselves inculcating Safety First in the minds of those who are blessed with the faculty of impressing others regarding the liability of danger or injury.

Investigation prevents erroneous opinions, protects the innocent from public censure, places the facts before the Managing Officers, enabling them, too, to determine where and by whom is the first rule of the railroad being given the most effective observation; whom they may select to entrust the care of human beings and property, through the intelligent reports compiled by the Safety Department, which reports will give due credit to what investigation has done toward contributing to a lesser number of personal injuries.

## Personal Work is Effective in Advancing Safety

F. D. Beale, Superintendent Richmond Division

THE Richmond Division Safety Committee has functioned on the Richmond Division for many years. This Committee consists of Engineers, Conductors, Trainmen, Firemen, Carpenter Foremen, Section Foremen, Agents, Signalmen and others, who are appointed for terms of one year, and the Division Officers, who are permanent members of the Committee.



F. D. Beale

This Committee meets once each month. At these meetings, the members report the individual work performed in correcting unsafe practices, calling the attention of their fellow employees to violations of Safety Rules and carelessness which would probably result in personal injuries.

This Committee meets once each month. At these meetings, the members report the individual work performed in correcting unsafe practices, calling the attention of their fellow employees to violations of Safety Rules and carelessness which would probably result in personal injuries.

This personal work of the Safety Committeemen with the men with whom they work is very effective and is in many respects the most important work of these men.

Reports of all personal injuries occurring since the last meeting are discussed, and the officers who investigated these injuries give the other members of the Committee much valuable information.

Reports are presented by the Committeemen of unsafe conditions or practices observed by them or reported to them by others which should be corrected. These suggestions are discussed by the Committee, and such action is taken as the Committee deems proper.

The presentation of these suggestions is not confined to Committee meetings or members. Every employee is expected to report all unsafe conditions to the Chairman, and in many cases reports of this kind are received and the unsafe condition corrected before the Committee meeting. When this is done, a report is made to the Committee showing the suggestion and the action taken, so that proper reference may be made in the minutes of the Committee meeting.

When the Safety Committees were first organized, a large number of reports of unsafe conditions were received and corrected each month; but the Safety Inspectors, working under Mr. Bentley, and the Safety Committeemen, did their work so thoroughly that comparatively few unsafe conditions are now reported, and the conditions under which our Transportation employees work are excellent.

In the latter part of 1927, at the suggestion of J. R. Cary, General Superintendent, the practice of closely investigating all personal

(Continued on page 117)

# Regular Attendance Urged at Safety Meetings

E. L. Bock, General Superintendent, Western General Division

IT IS very essential that members of Safety Committees regularly attend all meetings, as laxity in that respect detracts considerably from



E. L. Bock

the Safety advantages of the departments which they represent, and, consequently, from the Safety movement as a whole. Members of such Committees are appointed due to their being men of experience in certain phases of

railway operation, and whose tour of duties throw them among the employes where violations occur, thus from such experience are qualified to represent their departments in the furtherance of this splendid work.

If any representative is not present at a meeting the department from which that member is drawn loses ground. At each meeting, subjects affecting every department are brought up and discussed, thus the absentee has no opportunity of advancing valued argument as to the necessity of approving the suggestion. During such discussions, many things are spoken of that affect his department. In many instances conditions or practices that have escaped his attention are mentioned, the knowledge of which gained at the meeting allows him to immediately cause or advise corrective action, thus gaining valued time in a particular subject that might not again be mentioned for a long period, and possibly preventing an injury to a fellow employe. A Yard Conductor member of the Committee may observe an unsafe condition existing in the Maintenance of Way Department, or conversely, at a particular point, which he suggests be corrected, and which in regular routine the Committee orders corrected. The same condition, or, as is more often the case, the same practice, possibly exists at other points or in different forces; thus, instead of same being corrected at only one place or in one force or

crew, the member representing the department affected being present, gains knowledge which allows him to correct the bad condition at all points, which is a great advantage and which would not be accomplished if he were not present at that particular meeting.

At all Safety Meetings, the official reports of injuries to employes since last meeting are carefully read and discussed. These reports in many instances show injuries due to preventable causes. A member not present at every meeting misses the many lessons taught by such disclosure of causes, either bad practices or bad conditions, thus he is without knowledge of the cause of many injuries, the result being those employes of his immediate department, and whom he represents, lose by him not being present to hear

and discuss same and to afterward explain such preventable causes to them, and, which is most important, to counsel them in avoidance of the bad practice which was the direct cause of their fellow employe's misfortune.

In order to facilitate his work in Safety matters, each Committeeman is furnished with Form SF-16, "Instructions for Safety Committeemen". This booklet contains, in a concise manner, general instructions for proper reporting of unsafe conditions, as well as blanks for such reports. Each Committeeman should always have with him a copy of this form, so that he may report immediately unsafe conditions observed which he feels should be corrected. The form also includes blank reports for his convenience in calling attention of the Committee to unsafe practices observed by him since last meeting. These latter reports are handed to the Chairman when the meeting convenes, which consequently demands that the member be present, as of course it

(Continued on page 43)

## Ashland Shops Gets Habit of Winning Awards

W. P. Hobson, Master Mechanic, Ashland, Ky.

THE date, February 26, 1929, will be pleasantly remembered by the several hundred employes, and others, assembled at the Ash-



W. P. Hobson

land Shops to witness and take part in the presentation of the Safety Banner, as a reward of merit and honor in the accomplishment of Safety during the year 1928.

It was an inspiring sight. Here assembled

were men from the different walks of life and occupations, rubbing shoulders in unison and common understanding of the true meaning of fellowship and Safety, its benefits to mankind and the happiness the family circle receives from the result of its teachings. The unfurling of the beautiful silk banner, with its sky-blue background, gold lettering, and gold trimming, with our recog-

nized motto, Safety First, was outstanding in the combination, in the thought of mutual, helpful interest, in which all of us had a part. I feel a deep sense of appreciation for the kind and type of men who produced this, by being wholly interested in their work, its performance from day to day, throughout the year, safe-guarding their own interests and those of their fellow workmen, and making possible our success and this honor.

I recall a similar assembly of spectators, employes and visitors on April 28, 1927, in attendance on the presentation of the Bronze Safety Tablet, symbolizing our success in maintaining, during the year 1926, the lowest accident rate among the employes of the Mechanical and Stores Department for the System. We still carried on during the year 1927, and were happy in the thought that we had reduced our percentage under that of the year 1926, earning again the honor and distinction of

(Continued on page 54)

# Foreman's First Responsibility is Safety of his Men

G. J. Derbyshire, General Superintendent, Chicago Division

HAVING in mind that the issue of the MAGAZINE in which this article is to appear is devoted largely to the work of our Safety Department, it follows that the handling of this subject should primarily cover phases of the Foreman's responsibility which involves the Safety of his men; however, it is difficult to separate Safety, efficiency, economy and loyalty as qualifications, for the lack of one seriously affects all.



G. J. Derbyshire

The first and most important qualification to be considered in selecting a Foreman to supervise men is how well he has obeyed orders, as obedience to rules and regulations is most essential in those to whom it is intended to delegate authority to issue orders.

The Foreman's responsibility to his men is to set them an example by a high standard of obedience to his superior officer's orders, and engender in them respect for orders, rules and regulations promulgated by the Management, and to see that compliance with rules and regulations is due to the men understanding them and realizing their importance, and not because of fear of punishment in case of failure to comply. No employe has been properly treated if he fails to carry out an order, rule or regulation which no one has taken pains to explain why it is necessary; therefore, the principal thing for the Foreman to do and become fully imbued with is his responsibility to convey to those who are to do the work the wishes of the Management in an understandable manner, and not demand it of the men for the simple reason that some higher authority than himself has asked it. Through his authority, he should make an earnest effort to carry out the wishes of the Management, and in so doing be fair to his subordinates by allowing them to feel their importance and interest in the matter through a definite understanding of what is

desired and in what manner it is to be accomplished.

In so far as a Foreman's responsibility to his subordinates as to their Safety is concerned, this is his primary duty, as he should first find a safe way to perform the work and direct it accordingly, and he should see that such orders as he issues to his men in regard to their Safety are complied with. Responsibility does not justify any extenuating circum-

stances, such as making a statement that his subordinate had failed to obey his orders, for the reason that authority delegated to a Foreman to issue an order involves the responsibility of its execution, which devolves upon him and no one else.

In every failure that occurs with a subordinate there is a failure with the supervision, and while it is too much to expect that we may all be perfect it follows that to the extent this particular thing is fully realized, to that extent will the goal of perfection come closer.

In my early life, I worked in a foundry, under my father, who later in life I found to have been one of

(Continued on page 110)

## Safety Contests Save Lives, by Friendly Rivalry

J. R. Dawson, Safety Inspector, Ashland, Ky.

COMPETITION is the life of all business. Advertising pays big dividends.

Safety contests save lives, because they have both competitive and advertising value.



J. R. Dawson

I am speaking from experience on our Railroad, gathered both before and after we initiated Safety contests.

In the beginning of the Safety movement, we generally supposed that accidents were the result of dangerous machinery and unsafe conditions, and a rush was made to guard machinery and correct unsafe conditions.

We thought when this work was completed accidents would automatically cease.

Much to our surprise, with the virtual completion of this work, instead of seeing a complete cessation of personal injuries, only a small decrease resulted, and we were forced to the realization that, try as we might, safeguard as we would, we could, in this manner, eliminate only a small number of accidents.

If further reductions were to be made, it would have to be done in some other manner and, by analyzing our accidents as to cause and

effect, we found that this could only be done by dealing with the human element and by interesting the employe, not only in Safe methods of work, but by creating in him a desire to do better Safety work than the other fellow, in addition to giving careful attention to conditions, so we started our Safety contests in the Shops, Stores and in the Transportation service, and the interest rapidly grew to such an extent that before long the Maintenance of Way Department became so interested that they, too, asked for a Safety contest.

The success attending these contests in the way of accident reduction and the good feeling that was engendered by a spirit of friendly rivalry spread, and within a short time Safety contests were started between employes in the Station service.

The manner in which these contests are being conducted and the interest displayed by all concerned, is so well known that I would be using unnecessary space if I went further into the details.

It is sufficient to say that everywhere I go, about the time that the bulletins are due to appear, I find the greatest eagerness on the part of the local officers and employes to see the last bulletin, in order that they may know where they stand on the records of superiority.

(Continued on page 23)

# Working for Fourth Straight Safety Award

M. A. Kinney, Superintendent Motive Power, Hocking Valley

THE Mechanical Department of the Hocking Valley, having won the System Safety trophy, presented by the Management to the department having the least number



M. A. Kinney

of accidents per million man-hours, years 1926, 1927, 1928, has been called upon to explain in a brief way how this was brought about. Since the establishment of the Safety Department on the System, we have gradually grown into the practice of Safety measures more intensively. Supervisors and other employes have come to understand the real meaning of this great movement, which is so general in its scope. Like any other reform or movement, a great deal is due to education and all employes must be educated in this movement in order to secure success.

For the past several years, we have made some improvement in our Safety record, but did not appear to get into full swing until the introduction of the Safety contest, in 1926. This contest was brought before the employes at all Safety meetings, also by bulletin, showing comparison of accidents during various periods, and in short talks to groups when possible to do so with the result that the 1926 trophy was the prize of the Mechanical Department employes.

The success in winning the 1926 Safety contest indicated that we were doing the things that meant less accidents to employes and this feature was instilled into the Supervisors and other employes at every opportunity, with the result that the entire department entered the 1927 Safety contest as victors with a strong determination to continue the reduction of personal injuries and win the contest.

At the close of the year, the Mechanical Department showed a reduction of 52.41% in accidents per

million man-hours, with the result that it was again acclaimed the victor by having the lowest number of personal injuries per million man-hours during 1927.

On entering the 1928 contest, it was found necessary to do a great deal of personal work by Supervisors, Safety Committeemen, and employes generally. In order to make a reduction in personal injuries comparable with the record

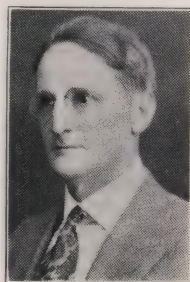
of 1926 and 1927, a more thorough system of investigation was made of personal injuries to determine more clearly the exact cause, also whether or not the injuries were such that an employe should lose three or more days' time and special effort was made to determine whether or not the employe was actually incapacitated, with the result that several employes were off duty less than one day, who would otherwise have been off duty three days or more due to some slight injury. At the close of 1928, the Mechanical Department had made a reduction of 38.81% in personal injuries per million man-hours and closed the

(Continued on page 117)

## A Typical Safety Meeting as Seen by Old Timer

J. C. Hobson, Agent, Raleigh, W. Va.

I HAVE been asked to paint, for the readers of the Safety Issue of our MAGAZINE, a word picture of a typical Safety meeting in action,



J. C. Hobson

but I fear that I have been asked to do that which, for me, is the impossible, for, to bring to your mind's eye a painting worthy of this great cause, this crusade which has for its purpose the protection of life and property, is a task for a master. I only wish that I had the gift to paint this picture as it should be painted, words to tell the story as it should be told, yet, in spite o' a' that, and my other limitations, I am tempted to try to tell you something of the impressions that have been left upon one who has come down through many years in the service, by an intimate contact with these co-operative activities and organizations which in recent years have worked such a miracle.

The story that I would picture can be best seen, too, through the eyes of an old timer and be more truly appreciated, for, as has been explained by Einstein, all things are relative, and therefore, it is

through comparison that one may best judge progress. Should it so happen that an old timer who had had no contact with us in twenty years, or even less, would, let us say, drop in upon one of our Safety meetings today, I believe that he would readily agree that the day of miracles is not yet passed. As he allows his memory to take him back to the days of "The-not-so-long-ago", to the occasional group contacts of the time when men and officers met seldom, except to argue the pros and cons of a wage contract, or to adjust some wrong or grievance, fancied or otherwise, and then compare the atmosphere about those groups with that of the groups who gather today; these men and women, from all ranks, who are meeting upon the common ground of a common cause, to speak in the common language of a mutual confidence and respect, gathered thus, in amity and good-fellowship, to discuss plans and exchange ideas without any hamper or handicap by reason of rank or position, without selfish motive on any part, all working to the end, that all may profit; the old timer must say, "This is indeed a miracle". He would wish to cheer them on their way in the battle they are waging for the common good, the educational work they are undertaking, in order that our folk may have a better understanding of their

(Continued on page 116)

# More Than 24,000 Have Visited Safety Instruction Car

D. E. Satterfield, Safety Instructor

**S**AFETY Instruction Car No. 1 was put into service at Hinton, W. Va., on April 30, 1928. The writer began his service as Safety Instructor at that time.



D. E. Satterfield

The Safety Instruction Car was put in service for the purpose of creating greater interest in the Safety movement and for educating men by means of lectures and pictures in the safe methods of

performing their work.

This feature has been covered in detail in a previous issue of the *MAGAZINE*.

The purpose of this article is to state the service performed by the Car, and to suggest to our readers the general line of influence we are attempting to exert.

The Safety Car operated westward from Hinton until June 22, when it had arrived at Huntington.

One week was spent on the Hocking Valley during the latter part of June, and the Car was delivered to the Erie Rai road, according to contract, on July 1, remaining with that road for four months, after which time it was returned to the Chesapeake and Ohio at Huntington,

where it again started service and has moved westward to Covington, Ky., up to and including March 31, 1929, at which time this is written.

During this period, instructions have been given in the form of lectures, stereoptican views and moving pictures to the following employees of the Chesapeake and Ohio Railroad:

Enginemen .....	573
Firemen .....	536
Conductors .....	524
Brakemen .....	1,145
Shop employes .....	4,770
Stores Department employees .....	420
Maintenance of Way and Bridges and Building employees .....	2,418
Station employes .....	559
Other employes .....	153
Officers .....	687
Visitors .....	3,160

Total..... 14,945  
While serving the Hocking Val-  
(Continued on page 108)

## School Children on Big Sandy Visit Safety Car

G. J. Johnson, Supervisor of Track, Louisa, Ky.

**M**R. SATTERFIELD with his Safety Car reminds me of Edgar A. Guest's book, "A Heap O' Livin'!" You will find as many joyous expressions to children in Mr. Guest's book as you hear from the Chesapeake and Ohio Railway Company's Safety Car, through Mr. Satterfield:

Youth has fled and we are old,  
Some of us have fame and gold;  
Some of us are sorely scarred,  
For the way of age is hard;  
And we envy, little man,  
You, your splendid coat of tan;  
Envy you your treasures rare,  
Hours of joy beyond compare;  
For we know, by teaching stern,  
All that, someday, you must learn.

The last lines of this recalls, to those of us on the Big Sandy Sub-

Division, Mr. Satterfield's warnings to school children on the Big Sandy Sub-Division during the month of January, 1929, and in fact, from my personal contact with two boys just recently, "I know by teaching stern, these two boys have their lesson learned." At Bobbs, Ky., last month, young John Preston had his legs cut off and just last week, young Buford Helton, at White House, Ky., had one toe cut off his left foot. No one knows the lesson young Preston learned as he did not live to reach the hospital, but to hear Buford Helton tell you he thought the train had run over him will prove that



G. J. Johnson

"Life does teach some boys  
Just how precious are their joys."

For the reasons mentioned above, the Chesapeake and Ohio Railway Company's Safety Car was sent on a mission of mercy to the Ashland Division during the month of January, 1929. This campaign, under the direction of our General Safety Agent, L. G. Bentley, had an itinerary from Ashland, Ky., to Elkhorn City, Ky., on the Big Sandy Sub-Division, including the Elkhorn and Beaver Valley Sub-Division,

(Continued on page 112)



School children on Big Sandy Sub-Division going into Safety Car for lecture and picture

# Majority of Eye Accidents Can Be Prevented

W. H. Ganzert, Safety Inspector, Huntington, W. Va.

**T**HE annual toll of eyes sacrificed in the industries of this country is distressing.



W. H. Ganzert

Many disabling eye accidents occur every year in our Shops, Stations and in the Maintenance of Way Department.

In a great many instances, these accidents result in the immediate loss of one eye or both; or, if the eye is not destroyed, only too often its sight is impaired or permanently lost after a period of time.

The great majority of these accidents, with their attendant suffering, pecuniary and economic loss, are inexcusable and unnecessary.

It is a fact that many employees are accused of carelessness and inefficiency when the whole trouble lies in faulty vision.

No physical defect contributes more directly to fatigue and resulting nerve strain than faulty eyesight. No other defect results in a like waste of vitality, time and material and many industrial accidents are directly traceable to imperfect vision.

If employees give this matter any thought, they certainly must realize what a terrible thing it is to lose an eye or to have a serious eye injury.

A recent statement of serious eye injuries on our railroad during the year 1928 brings home to us the fact that there were twenty-three serious eye injuries resulting in the loss of five eyes.

In practically every instance, these injuries were inexcusable and preventable by the use of goggles and other Safety measures.

The Management of our Railroad is much concerned over these eye injuries and I believe has done everything possible to prevent such occurrences. The employees are furnished the very best goggles that can be purchased, and where it is necessary for men to wear glasses, prescription lenses suitable to the individual employee's eyes are fitted

to goggles free of cost; yet we find it difficult to get the employees to protect their eyes by wearing goggles.

It has been my experience as Safety Inspector that men detected working on hazardous jobs without eye protection, in many instances, admit that goggles as a protection to the eyes are all right, but when questioned as to why they work without them offer various excuses, such as "they hurt my eyes, they give me a headache, I can't see through them, fogging," and so

forth. Some of these objections can be attributed to a misunderstanding as to the construction of goggles, and improper adjusting of the goggles to the face.

The lenses used in our Safety goggles are made of optical glass of the highest transparency. They are clear, white, strong, and free from waver and strain.

Both sides are surface-ground and polished with as much care as prescription lenses to insure freedom from surface waves and defects, therefore there is nothing in the glass of this type of goggle that will hurt a man's eyes, or cause him to have a headache or restrict his vision in any way.

Usually, I find the man offering

(Continued on page 111)

## Safety Committee Meetings of Tremendous Value

G. A. Robinson, Safety Inspector, Richmond, Va.

**I** AM of the opinion that no body of men working under the jurisdiction of the Division Officer is of more importance to his administration than his Safety Committee, certainly none has an opportunity to contribute more to his success and to the comfort and happiness of the employees and their families.



G. A. Robinson

Let me review briefly these advantages.

The prevention of accident is, of course, the first thought and consideration of the Safety Committeeman. No officer can possibly be in more than one place at the same time and, even though he is most faithful in observing for unsafe practices and conditions, his mind is beset with many other important thoughts and he cannot possibly see the situation in the same manner as the members of his Committee, who are constantly on the ground.

This applies with particular force to the observance of unsafe practices and their correction by the Safety Committeeman.

The Safety Committeeman is in

position to and generally does bring directly to the attention of his Foreman such irregularities of conditions as he may observe, thereby getting immediate action.

This serves not only to remove the dangerous situation but it creates a confidence between the Safety Committeeman and his Foreman that is of value in building an *esprit de corps*.

A visitor attending a meeting of one of our Safety Committees cannot escape the definite conclusion that, within such an assembly of men, the various representatives lose their identity as officers and employees from the various departments, and are working together for the Safety of all.

When Safety Committees were first started on our Railroad, I remember that only the members attended, and that the business transacted consisted almost entirely of reporting unsafe conditions, some real, some imaginary, and many of such nature that they could not possibly be corrected.

There have been many changes in the attitude of Safety Committeemen toward their work and responsibilities for, while reports of unsafe conditions are still brought in by the Committeemen whenever appropriate, it is found that nothing unreasonable is being asked by them. Their suggestions as to

(Continued on page 111)



Safety Committee at Hinton, W. Va. Seated, left to right, Jack Meador, H. E. Price, P. B. Gooch, J. E. Garretson, B. F. Hamer, B. A. Cumbea. Standing, left to right, G. W. Robertson, Lulu R. Payne, J. A. Diehl, E. T. Mullens, H. B. Campbell, Dermont McMillion, E. S. Taylor, G. A. Robinson.

## Steady Climb From Bottom to Next to Top

J. E. Garretson, General Foreman, Hinton Shops

**H**INTON SHOPS, on the Safety First bulletins, were shown on the bottom of the list in 1927, and at this place they remained on account of personal injuries occurring so often. It was not long before the Shops received the nickname of the "Butcher Shop" of the Railroad, and when this happened the bees commenced stirring in the bonnet, something had to be done, and done quickly. And how was it to be accomplished? A campaign was started, a mass meeting held in the Shops. All employees from the Car and Locomotive Department and the clerical force were there, and with the assistance of Mr. Bentley, Mr. Satterfield, and G. W. Robertson, Master Mechanic, the facts were brought out why we did not climb up from our present standing. A stronger impression was made with the employees why they should assist and be more interested in precaution and to get away from the practice of not using their brains and prevent accidents that had been going on through the slipshod method and carelessness that had existed. They realized what the past had been and saw the light and the expression was general that we had not thought what it meant to be careful and to try to help others from being injured and it soaked in. After this meeting, a better spirit

and co-operation commenced to exist. The subject was kept alive and all seemed to feel the responsibility that they were the cogs that were to keep the machinery going. From that time on, the Safety First movement has been in the front and now it has become the nickname with all that Hinton Shops wants Safety First above everything else.

Soon after the meeting, the Safety Instruction Car arrived at Hinton, and being such a live subject, the employees were eager to visit the car; the lessons derived from the attendance surely had the effect. Employees could be heard often cautioning others to be careful; a more considerate feeling for the others; a spirit to "help one another".

We must not pass without saying that the Foremen got the spirit and co-operation was given in all departments. Safety First had overwhelmingly won and the goal was set. Then we commenced climbing the ladder, step by step, slow but sure, and next to the top we mounted and with the top to reach, a drive full of energy and vim is pushing along and the close of the year will find us there. Our Safety Committeemen have all done good work toward helping to reduce personal injuries.

I am giving below a record of injuries during the years 1927 and

1928, for the Locomotive and Car Departments. This is being given by the classification of the men, nature of injury, and the ages of the men that were injured.

I am attaching picture of the Shop Safety Committee.

### LOCOMOTIVE DEPARTMENT

MEN INJURED	1927	1928
Fingers and hands mashed.....	8	9
Hands sprained.....	5	None
Eyes cut.....	9	2
Backs strained.....	6	1
Legs and feet bruised.....	15	10
Ankles sprained.....	6	1
Arms bruised.....	7	None
Heads cut.....	4	3
Finger cut off.....	1	None
Arm broken.....	1	None
Side burned.....	1	None
Chests bruised.....	2	3

Total injuries..... 67 29  
Total man-hours worked: 1927, 882,669;  
1928, 981,417.

1927

6 men injured between 18 yrs. to 20 yrs. old  
28 men injured between 20 yrs. to 30 yrs. old  
27 men injured between 30 yrs. to 45 yrs. old  
6 men injured between 45 yrs. to 60 yrs. old

1928

3 men injured between 18 yrs. to 20 yrs. old  
7 men injured between 20 yrs. to 30 yrs. old  
14 men injured between 30 yrs. to 45 yrs. old  
5 men injured between 45 yrs. to 60 yrs. old

### CAR DEPARTMENT

MEN INJURED	1927	1928
Arm Fractured.....	1	1
Legs or feet fractured.....	3	2
Hands or fingers mashed.....	5	4
Backs bruised.....	1	1
Eyes cut and burned.....	2	1
Leg cut off.....	1	None
Backs sprained.....	2	1

Total injuries..... 15 9  
Total man-hours worked: 1927, 337,443;  
1928, 308,494.

(Continued on page 113)

# Enthusiasm in Safety Cause Must Start at Top

D. Hubbard, Division Engineer, Covington, Ky.

THE success of any Safety movement in any department is almost entirely dependent upon the amount of work and enthusiasm which the men put in it. If the officers are enthused the Foremen will become enthused, and they in turn will pass that enthusiasm on down to the men under them; and in connection with this item goes observation. I might say intense observation. The Foreman who does not closely observe the work and actions of the men under him cannot expect to do away with accidents, nor can he expect to accomplish as much or as good work. Therefore, one of the primary lessons to be taught the Foremen is that of careful observation, from the largest down to the smallest details of all work performed. This can by no means be accomplished in a few days or months, but takes careful patient teaching over a period of years.

A few of the things which I feel enabled the Cincinnati Division of the Maintenance of Way Department to win the Safety Banner this past year follow:

**Unloading of Ballast:** Have each man know his place and fully understand just what item of work he is expected to do. Keep each man in the same position each day as far as possible, and above all have a complete and thorough understanding with the Locomotive Engineer that he is to accept a signal from only one man at any time during the progress of the work and that man should be the Conductor who in turn should receive instructions as to moving from the Foreman only. This will avoid confusion and preclude any possibility of moving when men are not in their proper places. Foremen's meetings were held in the Spring and this matter was given a very thorough discussion and explanation.

**Use of Goggles:** The use of goggles at all times when doing such work as cutting rail, bolts or breaking up concrete, in fact on any work where chips or pieces are likely to fly, is absolutely essential. We made a very intense drive on this item, with the result that it is now a rare case indeed to find a man

doing work, where goggles are necessary, without them.

**Speed and Use of Motor Cars:** Instructions regarding the speed and use of motor cars, placing of tools, and so forth, was discussed and thoroughly gone over at several Foremen's meetings. Special emphasis was placed on the location of men riding on cars and trailers and the speed of motor cars approaching grade crossings. Attention was also called, and proper method explained, of placing tools on motor and lever cars. Quite a few accidents in the past had been due to improper placing of tools and so forth, and for this reason special emphasis was placed on this item. Complete inspection of the running gear, with special reference to the wheels, was demanded of each and every Foreman

before going out to work each day. During the year this inspection developed several faults which were caught before the car was placed in service on the days worked which no doubt eliminated accidents along this line. It had been developed during the previous year that excessive speed of motor cars approaching and crossing grade crossings was responsible for several accidents and this feature during 1928 was almost entirely eliminated.

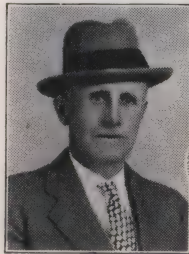
Every accident was thoroughly investigated by a full board and results obtained from these accidents were analyzed and called to the attention of all concerned. The mere fact that the Foreman having an accident was required to come into the office had, I feel, a large bearing on more attention being paid to Safety First, and while it required a good deal of time of the officers, the results were more than gratifying. Thorough investigation of each and every accident is essential to their elimination and it is surprising what details will come out in the course of such procedure.

## Every Employee at Cheviot Ardent for Safety

C. E. Gigley, General Foreman, Cheviot, O.

SAFETY First, to me, is a matter of education and co-operation of all employees under my supervision.

If I see an employee doing something unsafe, I go to him and explain just why he should not do such things, and show him that the Railway Company wants him to do his work safe, and that he will be safe and able to work from day



C. E. Gigley

to day, and that his earning power will not dwindle, by his being off with a crippled hand or whatever the injury might bring him, thereby promoting harmony, and a better understanding between the Railway Company and its employees.

One great thing for the promotion of Safety was the Safety Board, informing the employees how many days it has been since an accident occurred. At first, I believe these

boards were considered a joke, but as the number of days increased on these boards, the spirit of Safety was awakened in the men, and it was their ambition to make the next week a no-accident week, then it was a month, and then a year, and now it is their ambition to make the year 1929 another "No-Accident Year".

At Cheviot, we not only have one Safety First Committeeman, but each employee here is a committeeman, self-appointed, and I am sure everyone realizes that he is his brothers' keeper, and that we must keep our organization functioning twenty-four hours a day with perfect bodies and clear minds.

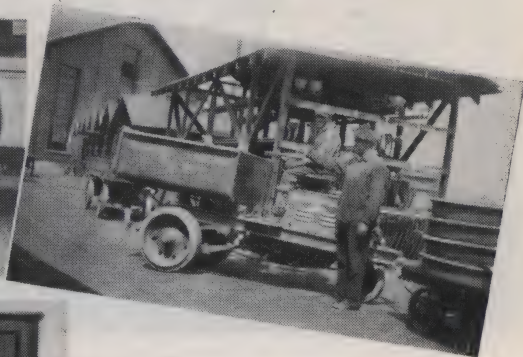
We keep the premises clean at all times, so there will be no traps or pitfalls to stumble into and injure anyone, be he employee or visitor coming through the Shops on Company business.

We have learned to attend to the minor injuries such as scratches, cuts, burns, and so forth, which cannot be avoided. By giving these injuries immediate attention at the

(Continued on page 25)

# Mound Street Shop Men Win Safety Trophies

Floyd O. Wright, Correspondent, Columbus, O.



*Shop Labor Gang at Mound Street, Columbus O.: Above, entire gang, with truck and trailers Center, above, front row, left to right, George Schucks, Frank Cook, D. M. Parker, David Cook. Back row, Elwood Kimbro, Foreman; Inman Cook, Joseph Paschal, James Brown.*



*Above, Elwood Kimbro, Foreman, and Inman Cook. Center, bottom, trophies won by Mound Street Mechanical employees. Trophy in background won in 1926; the one on right in 1927; the one in the center in 1928, and the question mark is the incentive for 1929*

**S**AFETY Committee Chairmen of Mound Street Shops were recently requested by our Supervisor of Safety, E. R. Cott, to submit information, including photographs, if possible, regarding units or organizations of employes who have accomplished unusual results in Safety work.

As we read the *MAGAZINE* from month to month, we cannot help but be attracted by the many unusual examples of what can be accomplished, and at this time it is a pleasure to present this picture, showing what is being done in the Mechanical Department of The Hocking Valley Railway Company.

The employes of the Mechanical Department have a right to feel proud of the part they have taken in making possible the splendid results that this picture symbolizes. A study of this photo will show that for three consecutive years these men have remained faithful to the teachings of Safety, and have made Safety just what it means.

The trophies were awarded M. A. Kinney, Superintendent Motive Power, by E. R. Cott, Supervisor of Safety. Mr. Kinney, in turn, pre-

sented the tokens of Safety to J. E. Davis, Master Mechanic, who has had them enclosed in this beautiful glass case and placed at the entrance of the Mound Street Shops so that each and every employe may see and understand that no one is losing interest in their splendid record throughout the year.

The trophy shown in the background was won in 1926, the one to the right, in 1927, and the trophy in the center, in 1928, while the large question mark serves as an incentive to each individual to put forth every effort in behalf of Safety with a view of having the question mark replaced with the 1929 trophy.

## Safety Contests Save

*(Continued from page 17)*

One of the greatest advantages that has accrued in the progress of the Safety contests program is that local officers and employes are so thoroughly familiar with all of the details of their employes' injuries, showing that these features are receiving prompt attention and that there is an honest desire to prevent accidents.

The records show that almost without exception where the accident rate is high among any group

of men, if a Safety Committee is organized and that group is injected into a Safety contest, the accident rate immediately begins to go down.

Safety contests covering short periods are valuable during those short periods, but we believe that a Safety contest should be perennial and that is the plan we have adopted.

We find that, while the units engaged in these contests have developed a very ambitious spirit to win the silk banners awarded each year, by far the most gratifying reaction

is that these units treasure more highly the knowledge that they have actually saved lives.

I know of one Master Mechanic, who has been with us for a long time, who recently remarked to his Committee that he would like to live long enough to win the silk banner offered by this Railroad to the Master Mechanic that makes the best Safety record.

This is not an isolated case, and I believe that everyone on our Railroad is intensely interested in our employe's Safety contests and trying honestly to win.

# 120 Attend Division Safety Meet

Lillian McClung Lewis, Correspondent, Clifton Forge, Va.



*Division Safety Committee in session in Clifton Forge, Va., on April 10.*

ONE of the most largely attended meetings in its history was held by the Division Safety Committee of the Chesapeake and Ohio Railway in Gladys Inn, Clifton Forge, Va., at 11.15 a. m., on April 10. L. A. Grubbs, Superintendent, presided. One hundred and twenty persons were in attendance.

G. A. Robinson, of Richmond, Va., Safety Inspector on the Division from Richmond to Handley, gave a digest of the statistical reports as they pertained to Safety. He stated that a few months ago the Clifton Forge Maintenance of Way Department stood seventh place in the point of Safety, but that, due to the intensive and intelligent work

of the Committee, it now stands in third place.

Mr. Robinson also stated that during April of last year only 57 employees on the entire Chesapeake and Ohio System were injured, out of 44,000 or more, and that a special effort is being made to break that record this year.

J. R. Cary, General Superintendent, made a timely talk, which was received with much interest. Many suggestions pointing out unsafe practices and conditions were submitted by the employees, and measures were discussed.

An enjoyable feature of the meeting was music furnished by the Chesapeake and Ohio Sextet, under

W. H. Rippetoe, Superintendent of Bridges and Buildings.

This sextet was composed of the following: C. B. Reeser, first tenor; W. A. Hutcheson, first tenor; J. L. Sampson, second tenor; W. S. Woodrum, bass; F. W. Hutcheson, baritone; W. F. Rippetoe, bass, and Violet Jackson, pianist.

These talented employees have entertained the people of Clifton Forge on several occasions, and each time their efforts have been warmly appreciated.

Another feature of this meeting was the taking of a group picture on the steps of the Station, a reproduction of which appears in this article.

## Safety Work a Paying

*(Continued from page 8)*

He invests honest and painstaking personal care to find the causes of accidents and correct them.

He invests in a program which lets his subordinates know what he wants them to do, how he wants them to do it and that this program must be followed.

An officer who invests to this extent finds his reward in the rallying of men to his standard. They mirror his training. They develop a pride in his administration and personal liking for him as a man.

With a decreased number of personal injuries, fewer accidents involving material and more intelligent use of time, he finds an increase in his production and an *esprit de corps* that will write for him any kind of a record he wants,

Men who have an interest in their own personal safety to the extent that they think carefully before acting, involuntarily become thinkers in other matters of vital and mutual interest to both officers and men.

The officer who has made an honest investment of this kind will tell you that Safety pays. On the other hand, those who suggest that Safety does not pay are those who have not invested.

Impressive reductions in accidents, personal injuries, the cost of clearing wrecks and expenses for personal injuries, have been made on our Railroad.

Fewer injured men are being treated in the hospitals.

Safety Committees were organized on our Railroad on January 1, 1913, and have never ceased to function. The story of personal injury reduction in relation to the

volume of business handled is told graphically in the accompanying chart showing net ton-miles each year, 1912 to 1928, inclusive, and the number of personal injuries to employees per million net ton-miles. It is conclusive that Safety has paid when we note that net ton-mileage increased from seven billion, in 1912, to nineteen billion, in 1928, and that employe injuries per million net ton-miles decreased from .190, in 1912, to .044, in 1928.

Safety work as a departmental feature was undertaken with the beginning of 1919, and an evaluation of this work on the basis of Life and Death supports the belief that it has paid.

The following is a table showing the number of employees killed on

*(Continued on page 60)*

## The Safety Game

Myra Priddy, Correspondent

It was Friday afternoon and Billy and May came slowly up the walk



Myra Priddy

with their school books under their arms. One glance told Mother, who always meets them at the door, that something was wrong. Their childish faces, usually so full of sunshine, wore a look of

real disappointment.

"Oh, dear," exclaimed both at once, "Teacher has given us the most unpleasant task to do for Monday, and it has just spoiled our whole week-end." Of course, Mother was eager to hear all about this task that upset the children so.

"Well, to begin with," whined May, "next week is Safety Week at the school, and the scholars are asked to bring in a list showing all the good points of safety that we can think of."

"And I can't think of any," joined Billy, scowling more than ever.

"Now, just a minute; don't get discouraged so quickly," said Mother, who was trying all the while to think up some scheme to make their task seem lighter and one to be enjoyed, rather than dreaded. After a moment's pause, she said, "Let's make a game of this thing, and the point of it will be to see who can make the longest safety list. I can't go to school with you on Monday, but if I beat, please tell your teacher that I am a safety worker, too."

Two little faces looked happier, and two pairs of eyes began to sparkle.

"Well, I guess it won't be so bad as we thought if you help us, Mother," said May, smilingly.

They were still enthused over their new safety game when Daddy came home. Billy ran to meet him, and was going to tell him of the task that became play when, quite unexpectedly, Daddy did something that gave Billy an idea for the first good point of safety to be put on his list. After lighting his pipe, his father threw his match, which was still burning, in the grass. He was forced to step on it, as some dry leaves

caught fire. Billy explained to him that he could take safety precautions by being sure that his matches were out before throwing them away.

"Sometime, Daddy, you won't notice it burning, and then real damage may be done by one little match."

Just like Mother, Father got in the safety game and when Monday came Billy and May could hardly wait to go to school to show their lists. Billy was one ahead of his sister, and she tried so hard to think of one more good point as they walked along together.

"Come, Sister, we must hurry or we shall be tardy," said Billy, stepping faster.

They had always been cautioned by Mother and Dad to be careful in crossing the main street, so heavy with traffic, which they had to do each morning and afternoon. But today Billy was in too great a hurry to remember what his parents had told him, and, without looking around, ran on his way. May stopped, looked and listened before she crossed, and then, running to catch up with Brother, said, "Oh! Billy, now my list is as long as yours because I have another good point of safety to add to mine. It is best to take time to be careful in crossing busy streets so there will be no danger of accidents."

## Awards of Safety Merit Cards

Bessie Newman, Correspondent  
Huntington, W. Va.

The following persons, under the jurisdiction of H. C. Gillespie, Master Mechanic, received Safety Merit Cards on account of having no personal injuries reportable to the Interstate Commerce Commission for one year, ending December 31, 1928:

C. C. Foster, Assistant Roundhouse Foreman, Peach Creek, W. Va.; J. A. Spier, Roundhouse Foreman, Peach Creek, W. Va.; S. W. Noel, Assistant Car Foreman, Peach Creek; G. H. Stewart, Boilermaker Foreman, Peach Creek, W. Va.; Alex Bias, Car Foreman, Handley, W. Va.; Allen Welch, Tool Car Foreman, Handley, W. Va.; W. R. Noel, Roundhouse Foreman, Handley, W. Va.; D. S. Humphreys, Foreman, Danville, W. Va.; S. B. Hensley, Car Inspector, Charleston, W. Va., and G. R. Gochenour, Car Foreman at Cane Fork, W. Va.

The following persons received

Safety Merit Cards, on account of having no personal injuries reportable for two years, ending December 31, 1928: R. W. Hamer, General Foreman, Cane Fork, W. Va., James McCaw, Roundhouse Foreman, Cane Fork, W. Va.; J. F. Montgomery, Tool Car Foreman, Huntington, W. Va.; H. K. Bishop, Boilermaker Foreman, Huntington Roundhouse; P. L. Burke, Car Foreman, Peach Creek, W. Va., and E. L. Baylous, Gang Foreman, Peach Creek, W. Va.

The following persons received Safety Merit Cards, on account of having no personal injuries reportable for three years ending December 31, 1928: Henry Bryan, Assistant Coach Foreman, Huntington Coach Track, and W. M. Curtis, Car Inspector Foreman, Huntington River Yard.

Milby F. Cook, Tool Car Foreman, at Peach Creek, W. Va., received a Safety Merit Card, on account of having no personal injuries reportable for four years ending December 31, 1928.

## Every Employee at Cheviot

(Continued from page 22)

first aid kit, there will be no chance for infection to develop and therefore will cause no lost-time injuries.

Furthermore, to have a safe Shop to work in, everyone must be wide awake to thousands of minor details, such as bad tools, protruding obstructions, cracked pipes, bad threads in connections on steam pipes and other things too numerous to mention, and these details, when found, are repaired right now, not next week or some other time.

We can be a powerful influence to other citizens in our community by playing safe and preaching Safety First whenever an opportunity presents itself.

Don't be selfish if you have something that's good for yourself, it's also good for all mankind. It costs nothing, and we surely ought to take time enough to give away our Safety ideas.

Safety First is an immense question, and everyone has different ideas as to how it should be done, but I think that education and co-operation with each other will bring home the banner, as it did for us, and when I say us, I mean every employe that's on the payroll at Cheviot Shops.

# Editorial

## Safety

This is a special Safety issue of the MAGAZINE. A large portion of the contents is given up to Safety Articles and charts. It is an issue worthy of very serious and sincere study. Officials and employees on our own Roads who have most to do with spreading the Safety gospel discuss the matter from various angles and from different viewpoints. In large part, it is an encouraging picture that is painted, but a study of the records to date show there is yet much to be done. Every man and woman connected with our lines has a definite, personal responsibility that cannot be avoided.

It is a privilege to dedicate these pages to Safety. Next to spreading the truths of the Holy Gospel itself, it is felt that there is no finer nor more consecrated service that can be rendered than to stimulate an enthusiasm for the physical welfare and happiness of human beings. It is a sacred debt that men and women owe to themselves and to their co-workers to adopt Safety precepts, and to live their lives in accordance with these teachings.

The Chesapeake and Ohio and Hocking Valley have made good progress. It will not be satisfactory progress until every possible avoidable injury has been avoided, and the safeguarding of life has been universally accepted as the highest duty of man.

## Eternal Vigilance Safety Price

More than five hundred members of the Safety Section, American Railway Association, in annual session recently in Indianapolis, gave much consideration to the prevention of highway grade crossing accidents, admittedly one of the most serious problems facing the Carriers today.

In a report on the matter submitted by D. H. Beatty, of Washington, Vice-Chairman of the special committee, there is this terse summary of its findings:

Eternal railroad and motorist

vigilance, supplemented by the Safety precautions which have either been or will be placed into effect by the railroad companies, is a substantial answer to the query: "How to prevent crossing accidents?"

The railroads are going to great lengths in warning the highway traveler of the hazards at the crossings, and in endeavoring to encourage constant watchfulness and care. There will be no great reduction in the casualty rate until the individual is aroused to a sense of his own personal responsibility.

### My Favorite Verse in the Bible

*The eternal God is thy refuge, and  
underneath are the everlasting arms.*  
—Deuteronomy 33:27

Submitted by W. P. Southall, Clerk.  
Richmond, Va.

The assurance that the eternal God is our refuge should be as comforting as if we actually felt His everlasting arms beneath us. What a sense it gives us of protection and security and permanence.

Perhaps in youth we fancy that we shall never have the need of seeking this place of healing, but as the years bring responsibility, our burdens accumulate and prove heavier than mind and heart can bear courageously. Then, indeed, it is that we welcome the God who is eternal in His love for us. To Him we can turn. He will understand. He will protect and support us until our courage revives and our faith is made new, and strong in them both we are able to face our perplexities.

The Old Testament and the New are filled with such verses of helpfulness. Sustained by this passage and, "Come unto me all ye that labor and are heavy laden, and I will give you rest", we never can doubt God's love for us nor fail to avail ourselves of His protection.

## Appeals on Radio for Safety

There are nearly one hundred thousand accidental deaths in the United States each year, an appalling waste that could easily and promptly be reduced if even casual attention were given to the subject by the general public.

In an effort to arouse a sense of individual responsibility, there is now being given over a nationwide radio hookup, a series of Safety talks by national leaders representing varied lines of modern activity. This Universal Safety Series is being sponsored by the National Broadcasting Company and the National Safety Council, and the appeal is reaching an audience which is estimated to be in the neighborhood of thirty million people weekly.

It is believed by those supporting the movement that these talks will result in a substantial reduction in the nation's accident figures during 1929. A number of the talks already have been made, but those remaining on the program for the future are as follows:

June 1, 7.15 P. M., (*Eastern Day-light savings*): Dr. Miller McClin-tock, Director Erskine Bureau: "Making Our Highways Safe."

June 8, 7.15 P. M., (*Eastern day-light savings*), Grover A. Whalen, New York Commissioner of Police: "Enforcement as an Aid to Safety."

June 15, 7.15 P. M., (*Eastern day-light savings*), Alfred H. Swayne, Vice-President General Motors: "The Automobile and Safety."

June 29, 7.15 P. M., (*Eastern day-light savings*): Joseph E. Sheedy, Executive Vice-President, U. S. Steamship Lines: "Safety on the High Seas."

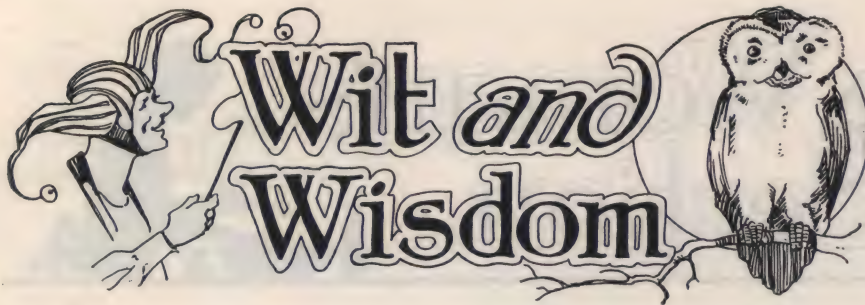
June 22, 7.15 P. M., (*Eastern day-light savings*), Harry F. Guggenheim, of the Daniel Guggenheim Fund for the Promotion of Aeronautics: "Safety in the Air."

July 6, 7.15 P. M., (*Eastern day-light savings*), Hon. James J. Davis, Secretary of Labor: "Safety and the Worker."

July 13, 7.15 P. M., (*Eastern day-light savings*), (Speaker to be announced) "Summing Up", a summary of [previous arguments for a Safer America.

## Millions for Safety

More than \$40,000,000 annually has been expended by the Railroads of this country in the past nine  
(Continued on page 119)



"Ephraim has a wide acquaintance."  
"Yes, ah saw him wif her las' night."

He who hesitates is honked.

*Uncle:* Are you first in anything at school?  
*Tommy:* No, but I am always first out of it.

A man who hides behind a woman's skirt nowadays is no coward—he's a magician.

*Jones:* Do your daughters live at home?  
*Mrs. Smith:* My, no! They are not married yet.

Park your matches in a safety zone.  
Chaperone your cigarette; it shouldn't go out alone.

*She (raging):* I'm losing my mind!  
*He:* No wonder! Every time you see someone you give them a piece of it.

Never stand begging for that which you have the power to earn.—*Cervantes.*

*Radio Announcer:* The Harmony Trio will now sing "Together."  
*Fan:* It's about time.

Almost everything new and startling that man has done has been clearly demonstrated to be impossible before he did it.

*Irate Pater:* What do you mean by coming home at five a. m.?  
*Indignant Daughter:* For cryin' out loud, Pop! I have to patronize the old roost some time, don't I?

A grade crossing is a rendezvous with death. There is always a train coming.  
*Tarentum (Pa.) Valley News*

"That's Jarndyce, of the Foreign Office. He's presenting my wife to the Sultan of Tamnagalore tomorrow."  
"Er—I suppose you couldn't persuade him to give the Sultan mine, too?"  
—*London Opinion.*

Every person is responsible for all the good within the scope of his abilities, and for no more, and none can tell whose sphere is the largest.—*Gail Hamilton.*

"Say, buddy, what makes your face so red?"  
"Sunburn."  
"But what makes it such a dark shade of red?"  
"I was marooned on a desert island!"  
—*Judge.*

One asks for sun, an' one for rain,  
An' sometimes bofe together;  
I pray for sunshine in my heart,  
An' den forgets de weather.

The prodigal returned very late.  
"Where have you been?" asked his indignant wife.  
After a moment's reflection, he ventured, "The cemetery."  
"Good gracious," remarked his spouse, "who's dead?"  
"The whole bally lot of 'em," replied her husband, cheerfully.—*Bystander.*

A Sultan at odds with his harem  
Thought of a way he could scare 'em;  
He caught him a mouse  
Which he freed in the house  
Thus starting the first harem-scarum.

*Boring Young Man (holding forth to pretty girl):* You know, I'm funny like that—always throw myself into anything I undertake."  
*Pretty Girl:* How splendid! Why don't you dig a well?—*Missouri Outlaw.*

When Nature is making geniuses, she has a habit of paying more attention to the contents than to the container.—*Crowell.*

*Mr. Smart:* My, but you look like a beautiful snapshot.  
*Miss Plump:* (blushing—not furiously) How's that?  
*Mr. Smart:* You're so well developed.

There is a Destiny that makes us brothers;  
None goes his way alone.  
All that we send into the lives of others  
Comes back into our own.  
—*Edwin Markham.*

"Waiter, I'm in a hurry. How long will it take to get a minute steak?"  
"About fifteen minutes, sir."  
"Then get me some three-minute eggs."  
—*Judge.*

"Invest your cash in a going concern,"  
Says a chap who is keen and knowing.  
"But ere doing so, make it a point to learn  
Which way the concern is going."  
—*Boston Transcript.*

*Friend:* What did you do when you found out your husband was leading a double life?"  
*Wife:* Oh, I redoubled.—*Life.*

When I am driving on a street  
Where little folks I'm apt to meet,  
Who dash across the street in play  
I hope I'll drive in just the way  
That I would drive if mine were there  
Upon that crowded thoroughfare.

*She:* Buy a seal for the benefit of the Red Cross?  
*He:* Very worthy organization, but I cannot afford a seal.  
*She:* Buy just one seal, please.  
*He:* If I bought it I couldn't feed it.

We should be either more severe to ourselves or less so to others. Forgiveness is a Divine virtue, for every day God forgives us much, or He would not suffer us to live.

*Grandma:* Oh, Jenny, darling, I am surprised! Aren't you going to give your brother part of your apple?

*Jenny:* No, granny. Eve did that and she's been criticised ever since.

A skeptical gent was Bill Teeter,  
He just couldn't believe his gas meter.  
So he pulled out a match  
And gave it a scratch—  
"Why, good morning," he said to St. Peter.

"Did you know that the human body contains a great deal of sulphur and that the amount of it varies?"

"Oh, is that why some of the girls make better matches than others?"

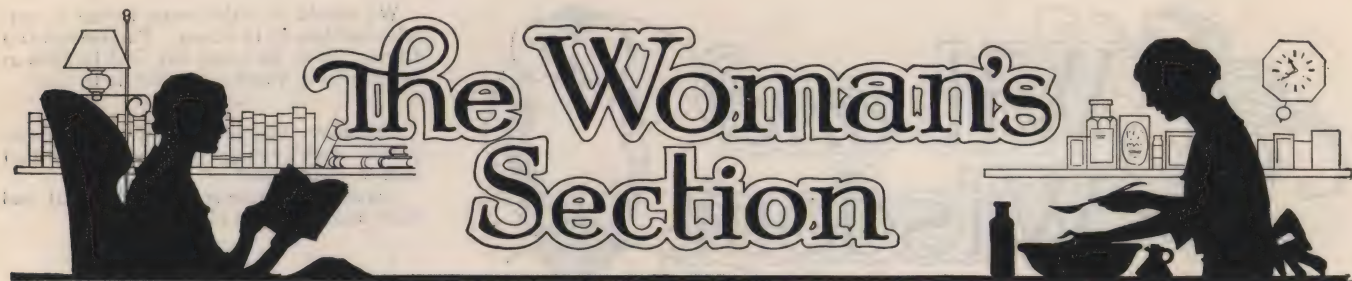
Savings represent much more than mere money value. They are the proof that the saver is worth something in himself. Any fool can waste; any fool can meddle; but it takes something more of a man to save, and the more he saves the more of a man he makes of himself. Waste and extravagance unsettle a man's mind for every crisis; thrift, which means some form of self-restraint, steadies it.—*Rudyard Kipling.*

A small girl asked her mother: "If I grow up, will I have a husband like papa?"  
"Yes, my dear," mother replied.  
"And if I do not get married, will I be an old maid like Aunt Susan?"  
"Yes, you will," was the reply.  
The little girl thought for a moment, put her hands to her head and said, "Well, I am in a fix!"

"Does my practicing make you nervous," asked the man who was learning to play a saxophone.  
"It did when I first heard the neighbors discussing it," replied the man next door, "but I'm getting so now that I don't care what happens to you."  
—*General Engineering News.*

Isn't it strange that princes and kings  
And clowns that caper in sawdust rings  
And common folks like you and me  
Are builders of eternity?  
To each is given a bag of tools  
A shapeless mass and a book of rules;  
And each must make, ere life is flown,  
A stumbling-block or a stepping stone.  
—*Anonymous.*

"Sorry I gave you the wrong number," said the polite telephone operator.  
"Don't mention it," answered the man who has made up his mind not to lose his temper. "I'm sure that the number you gave me was much better than the number I asked for. Only it just happened I wasn't able to use it."



Laura E. Armitage, Co-Editor

## Back Seat Drivers Move Forward

Women and the Home Must Share the Responsibility of Safety First

THE progress that Safety First is making on our Railroads must impress every one of our women readers and assure them of the care being taken of their loved ones. In studying the Safety articles that appear in this issue, perhaps the outstanding facts are the reduction in the number of fatalities and accidents, the constant warning being given the men to be observant and the untiring education as to manners and methods under way to enlighten both public and employee. Safety First has a big goal in sight, being the percentage of

Various ways have been stressed whereby the family may assist the Safety Department in reducing the number of accidents. "Don't do this", and "don't do that", are not so good nor so effective, but seeing that our men observe regular hours, have wholesome food, are free from frets and worry, so that their minds may be on their job, are a few pointers that we may consider within our province. In other words, health and happiness at home help a man keep his mind alert to his work. We can all try to do this, at any rate.

Then, too, there are the youngsters. We should teach them Safety First from the beginning. Warn them to keep away from the tracks or other such dangerous places.

Warn them about street crossings. Instruct them in caring for slight cuts. Make them know the meaning of eye dangers and the joy of healthy and whole bodies. Then, if they follow in the footsteps of their father, and become railroaders, they naturally will be careful.

In thinking of others, we must not overlook how essential is our own welfare, and we must ourselves be alert to the practice of Safety First. One woman says she never thinks of a crippled or blind person but that she immediately takes stock of her own blessings, and realizes how fortunate she is. This might be a good rule to follow in our own households. We may not own the whole world nor possess a mortgage on the sun, but if we are sound and whole and have a family who are so fortunate, we should be thankful, at the same time striving to keep these conditions permanent. So far as results are concerned, there are no more beautiful words than Safety First!

~~Back seat drivers~~ are what women are termed and the words usually provoke a laugh. We have all been the object of this at some time. However, when we have the anxiety of our loved ones' Safety on our hearts and are helpless to effect it any other way than by back-seat driving, we cannot help but be apprehensive. Let whoever will sit in the rear, man or woman, there is always the wish to cry out when danger seems overwhelming, and from the number of crossing accidents that are reported, it might be well if women continued their alertness and would not allow themselves to be cried down by ridicule. Of course, discretion is a virtue, and we remember the old adage of the boy who cried wolf too continuously. If we are over persistent in our remarks, they may cease to carry weight.



### Magic Words

In the castle of her dreams,  
In the "wish-it-would-come-true",  
Every young girl plans and means  
To have happiness her due:  
Every young girl, laughing, gay,  
Knows good luck will step her way.

In the years that follow soon,  
In the days that she is wed,  
Happiness will be her boon.  
If these magic words are said  
To her children and their Dad:  
"Safety First will keep us glad."

—L. E. A.

# Who's Who Among Our Women

## Superintendent of Nurses Outstanding in Her Ability and Personality

**D**URING the past months we have introduced, through these columns, many noted and interesting women connected with the Chesapeake and Ohio and Hocking Valley Railroads, and it is with genuine pleasure and pride that we place among the front ranks of our Who's Who Among Women, Eleanora Koch, Superintendent of the Chesapeake and Ohio Hospital, at Huntington, W. Va., who has served this Company in that capacity for eight years.

Miss Koch is a graduate of the Retreat for the Sick, at Richmond, Va., and following her graduation there, was Assistant Supervisor for one year.

Miss Koch has under her supervision about forty-five people, twenty-seven of whom are student nurses, eight of whom will graduate this June. She is a member of the Altrusa Club, Huntington Graduate Nurses, and the West Virginia State Nurses, and also finds time to teach a Sunday School class in the Lutheran Church. While being interviewed, Miss Koch was asked what particular part of her work



*Eleanora D. Koch, Superintendent of Nurses,  
Huntington, W. Va.*

she enjoyed most, and she replied, with enthusiasm, "I thoroughly enjoy every bit of my work, and meeting the different people with whom I come in contact."

Nannie Barnes, Chesapeake and Ohio; Mrs. Margaret Jones, Louisville and Nashville; Mrs. Virginia Paynter, Mrs. Edna Porter, Mrs. Mabel Northcutt, Mrs. Virginia Stephenson, Mrs. Lillian Sparks, and Mrs. Hattie Sparks, all of Chesapeake and Ohio.

The officers of this Lodge wish, through the MAGAZINE, to thank Secretary Stephenson, of the Brotherhood of Railway Fireman, for his co-operation and assistance in organizing this auxiliary.

They also wish to announce that meetings will be held the first and third Wednesday of each month, and they would appreciate the Firemen of the Chesapeake and Ohio encouraging their wives to become members of this organization.

## Daughter of Agent Graduates

Wilma McLean Brock, daughter of Agent at Amboy, Ind., recently graduated from Amboy High School, the commencement being held at Friends' Church, on April 23, the Rev. H. G. Haitzler making the address.



*Wilma McLean Brock*

At the banquet given to the Senior Class by the Juniors, at Hotel Spencer, Marion, Ind., the class prophecy was read. Miss Brock's future is, "She will live in New York City and have many suitors, but remain a resigned old maid." In spite of this dire calamity that is predicted, Miss Brock plans to enter Perdue University this Fall for a four-year course.

Friends of Miss Brock predict that she will succeed in whatever she undertakes and they rejoice that she is such a splendid example of young womanhood.

## Auxiliary Organized at Covington, Ky.

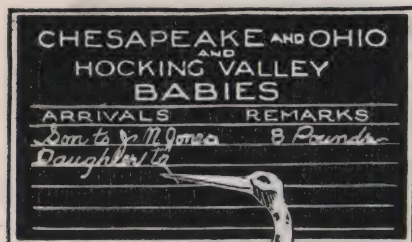
*Bess Brady, Associate Editor*

A Ladies' Auxiliary of the Brotherhood of Railway Firemen was organized at Covington during the month of March, the organization being sponsored by a group of Chesapeake and Ohio and Louisville and Nashville Railway ladies. Election of officers for the Lodge resulted as follows: Emily Bidenharn, Louisville and Nashville, president; Beulah Stephenson, Chesapeake and Ohio, vice-president;

Maude Sparks, Chesapeake and Ohio, secretary; Geneva Johnson, past president, Louisville and Nashville; Bess Cordrey, Chesapeake and Ohio, collector; Bertha Gerhard, Louisville and Nashville, treasurer; Margie Gray, Louisville and Nashville, warden; Mollie Willen, Louisville and Nashville, conductor; Florence Foltz, Chesapeake and Ohio, inner guard; Marie Phillips, Louisville and Nashville, outer guard; Dorthy Heupel, Louisville and Nashville, Chaplain; Mary Fennell, Chesapeake and Ohio, Chairman Board of Trustees; Cora Bagby, Chesapeake and Ohio, first member board of trustees; and Florence Flaherty, Chesapeake and Ohio, second member of board of trustees. Other members are Mrs.



*Bess Brady*



The Stork was expected.  
The father stood waiting—  
A boy or girl?  
There was no anticipating.  
And then came the news  
And quick as a trick.  
He asked "Will it use  
A razor or lipstick?"  
The nurse, with a twinkle,  
Said, "Each guess of yours  
wins.  
You're now the proud father  
Of boy and girl twins."

#### RICHMOND, VA.

M. Welsh, Chief Special Agent, Richmond, Va., March 5, a grandson, Edward Brennan Gable, III, of Shamokin, Pa. Mrs. Gable formerly was Kathleen Welsh, and is the sister of Cecelia Welsh, Secretary to Special Engineer, Richmond.

I. H. Strauss, Chief Clerk, Office of Mechanical Engineer, Richmond, Va., March 30, a daughter, Jean Ellen, weight eight pounds.

W. A. Brockenbrough, Clerk, Per Cent Bureau, Auditor Freight Traffic, Richmond, Va., April 15, a daughter, Helen May, weight eight pounds, two ounces.

D. E. Bray, Draftsman, Water Supply Department, Richmond, Va., April 13, a son, Daniel Edward, Jr.

O. B. Wood, Local Record Clerk, Richmond, Va., April 8, a son, Oliver Burns, Jr., weight seven pounds.

George S. Stephens, Record Clerk, Richmond, Va., April 6, a son, George S., Jr., weight seven pounds.

W. L. Harrison, Assistant Engineer, office of General Real Estate Agent, Richmond, Va., March 21, a daughter, Nancy Bruce, weight eight and one-quarter pounds.

#### NEWPORT NEWS, VA.

C. H. Sinton, Timekeeper, Newport News, Va., March 27, a son, C. H. Sinton, Jr., weight seven pounds, eleven ounces.

R. M. Blassenham, Conductor, Newport News, Va., April 8, a daughter, Jean Dale, weight seven and three-quarter pounds.

E. F. Phillips, Clerk, Newport News, Va., March 30, a son, William Richardson, weight eight and three-quarter pounds.

H. T. Lambert, Statistical Clerk, Norfolk, Va., April 2, a son, H. T., Jr., weight seven and one-half pounds.

#### CHICAGO DIVISION

E. Harrell, Switchman, Muncie, Ind., March 28, a granddaughter, Jacqueline Rosaline Harrell, weight eight pounds.

Ervin Sonner, Machinist Helper, Peru, Ind., April 16, a daughter, Anna Arline, weight eight and one-half pounds.

A. Letendre, Bill Clerk, Chicago, Ill., March 20, a daughter, Naomi Nancy.

#### CINCINNATI DIVISION

W. V. Cunningham, Road Mechanic, Covington, Ky., April 16, a son.

J. Graham, Maintainer Helper, Covington, Ky., April 2, a son, weight seven and one-quarter pounds.

Frank Kohne, Machinist, Covington, Ky., April 18, a daughter.

#### RUSSELL, KY.

Forest Smith, American Railway Association Clerk, Russell, Ky., April 8, a son, Forest, Jr., weight eight pounds.

#### ASHLAND DIVISION

George C. Perry, Jr., Yard Clerk, Paintsville, Ky., April 21, a son, George Chadwick, weight nine pounds.

R. L. Clayton, Signal Maintainer, Ashland, Ky., April 11, a son, John Russell, weight eight and one-half pounds.

J. W. Goodin, Dispatcher, Ashland, Ky., April 14, a son, weight nine and one-half pounds.

#### HUNTINGTON DIVISION

Alfred Earls, Boilermaker Helper, Huntington, W. Va., March 12, a daughter, Helen Joe, weight eight pounds.

Russell Adkins, Boilermaker Helper, Huntington, W. Va., March 29, a son, Earl Glen, weight seven and one-half pounds.

Everett Pierce, Stenographer, Huntington, W. Va., April 21, a son, Robert Lee, weight seven and three-quarter pounds.

Leo Parsons, Laborer, Huntington, W. Va., April 3, a son, Jesse Garland, weight ten pounds.

O. C. Rhodes, Car Repairer, Sixteenth Street, Huntington, W. Va., March 4, a son, weight eight pounds.

C. C. Money, Machinist Helper, Huntington, W. Va., April 14, a son, Stanley Lee.

L. C. Carter, colored Laborer, Huntington, W. Va., March 19, a son, L. C., Jr., weight eight pounds.

George Griggs, Brakeman, Handley, W. Va., March 6, a daughter, Betty Mae, weight eight pounds.

#### CHARLESTON, W. VA.

C. O. Raines, Clerk, Charleston, W. Va., January 25, a son, William Edward.

#### HINTON DIVISION

H. W. Glenn, Storekeeper, Rainelle, W. Va., April 11, a son, H. W., Jr., weight seven and one-half pounds.

J. M. Houchins, Tool Room Clerk, Rainelle, W. Va., April 26, a daughter, Vera Lucille, weight seven pounds.

H. W. Lego, Brakeman, Rainelle, W. Va., a son, weight eight pounds.

T. A. Epperly, Pipefitter, Hinton, W. Va., March 25, a daughter, weight ten pounds.

#### CLIFTON FORGE DIVISION

J. C. Nicely, Assistant Signalman, Clifton Forge, Va., March 25, a son, Carleton Stull, weight seven pounds, fourteen ounces.

D. B. Smith, Material Clerk, Clifton Forge, Va., March 10, a son, William Brinkley, weight nine and one-half pounds.

L. M. Simpson, Laborer, Clifton Forge, Va., March 27, a daughter, Doris Virginia, weight eight pounds.

E. P. Aldridge, Laborer, Clifton Forge, Va., April 2, a daughter, Sarah Virginia, weight eight and one-half pounds.

Clyde Deeds, Pipefitter, Clifton Forge, Va., April 13, a son, Marshall Mason, weight seven pounds.

#### COLUMBUS, O.

Charles O. Barklow, Chief Clerk to General Car Foreman, Parsons Car Department, Columbus, O., March 31, a daughter.

J. F. Stamper, Engineer, Columbus Yards, Columbus, O., March 19, a daughter, Mary Margaret, weight eight pounds.

#### LOGAN, O.

Earl O. Roberts, Chief Clerk, Logan, O., April 12, a daughter, Jane Carol.

Hugh P. Thomas, Smith Foreman, Logan, O., April 13, a grandson.

## Able Writer of Verse

Janet J. Nolloth, Correspondent Cincinnati, O.



Mrs. E. E. Olds, wife of Clerk, Local Freight Office, Cincinnati, has acquired quite a reputation as a write of verse. Mrs. Olds is employed by The Methodist Book Concern, Cincinnati, as Secretary to Dr. E. C. Wareing, Editor of *The Western Christian Advocate*. She formerly held the position of Editor of the Home Department of the *Advocate*. When this department was discontinued, she became Dr. Wareing's secretary. Mrs. Olds has also written a volume of verse entitled "When the Lilacs Bloom".

The following verses are from one of the many beautiful poems she recently composed:

Yesterday I heard the birds  
Singing all the day;  
But by night a cruel wind  
Drove them all away.  
All the nests are empty now—  
All the birds have flown,  
And I tread the leafless woods  
All, all alone.  
Still, I like to think of them,  
Though my skies are gray,  
As singing in some sunny clime  
Far, far away.

Sorrows come and sorrows go  
Like the birds a-wing,  
But within my spirit still  
Something bids me sing.  
Life can never take from me  
All its joy, I ween,  
While it leaves me hope and trust  
In a land unseen;  
And through lanes of memory  
All my lonely day,  
Those I love may walk with me  
Down a sunlit way.

# Magazine Patterns

## A DAINTY FROCK FOR A TINY MISS

6504. This attractive little model comprises a short waist, cut in pointed outline over the front, and a double skirt with scalloped edges, and gathered to the waist. The dress is sleeveless, and has a low, round neck. As pictured, printed chiffon was used, in a pink-and-blue pattern with bindings of white, and loops and ends of blue velvet ribbon on the shoulder. Taffeta or crepe de chine is suggested for this design.

Cut in 4 Sizes: 2, 4, 6, and 8 years. A 4-year size requires  $2\frac{3}{8}$  yards of material, 39 inches wide.  $1\frac{1}{2}$  yard of ribbon is required for the shoulder bow, and  $6\frac{1}{2}$  yards of bias binding,  $1\frac{1}{2}$  inch wide.

## A SIMPLE, BUT ATTRACTIVE, STYLE

6488. Lightweight tweed, in brown tones, was employed in the making of this smart frock. The facings are of crepe in a lighter shade. Tub silk and broadcloth will combine well in this model. Printed and plain linen is also suggested. The front forms long revers at the right, and outlines a deep vestee above the skirt portion, which has a group of plaits at the left side. The back is in one piece. The sleeve, a fitted model, is finished with a narrow cuff. The vestee squares the V-shaping of the front at the neck, and a narrow belt completes a very chic effect.

Cut in 6 Sizes: 34, 36, 38, 40, 42, and 44 inches bust measure. A 38-inch size requires  $3\frac{1}{4}$  yards of 54-inch material. For vestee, revers facing, cuffs and belt of contrasting material,  $\frac{3}{4}$  yard, 39 inches wide, is required, cut crosswise. The width of the dress, at the lower edge with plait fulness extended, is  $1\frac{3}{4}$  yard.



## A CHARMING FROCK FOR YOUTHFUL FIGURES

6491. The molded hip line and the new U-neck are expressed in this pretty model. The front of the long waist portions forms a panel over the center. Gathered skirt sections lengthen the dress below the yoke. At the shoulders, there is soft fulness below short yoke extensions of the back. The sleeve is a close-fitting model. Printed georgette is suggested for this style. Crepe satin is nice, as is also printed silk.

The pattern is cut in 3 Sizes: 16, 18, and 20 years. To make the dress for an 18-year size will require  $3\frac{1}{2}$  yards of 39-inch material. To finish with bias binding, as illustrated in the large view, will require 4 yards,  $1\frac{1}{2}$  inch wide.

## A PRETTY BLOUSE

6510. Printed silk, rayon metal cloth, and crepe de chine are attractive materials for this model. The waist portions are lengthened by scalloped peplum portions, above which the waist blouses. A kerchief collar trims the neck edge and is knotted at the left shoulder. The sleeve is in bishop style, finished with a narrow tie cuff.

Cut in 6 Sizes: 34, 36, 38, 40, 42, and 44 inches bust measure. A 38-inch size requires 3 yards of 39-inch material, if made with the kerchief. Without the kerchief,  $2\frac{3}{8}$  yards will be required. To make kerchief, sleevebands and belt of contrasting material requires  $\frac{3}{4}$  yard, 36 inches wide.

## A STYLISH GOWN FOR VARIOUS OCCASIONS

6487. This pretty model has molded lines and is very attractive without sleeves as an evening gown or with sleeves for afternoon wear. As pictured, lace flouncing was used over crepe satin. This style is also attractive in taffeta, and in the new figured chiffons and georgettes. The skirt portions are joined to the shaped waist portions in split curves. The fronts of the waist are shaped to outline a deep vestee. A long, close-fitting sleeve may be used, or the dress may be finished

sleeveless, as pictured in the large view. The width of the dress at the lower edge is about  $2\frac{3}{8}$  yards.

Cut in 6 Sizes: 34, 36, 38, 40, 42, and 44 inches bust measure. A 38-inch size with sleeves requires 4 yards of 39-inch material. Without sleeves,  $3\frac{1}{4}$  yards is required. To make vestee of contrasting material requires  $\frac{1}{4}$  yard, 18 inches wide, and cut crosswise. To bind outer edges of bodice requires 5 yards of bias binding,  $1\frac{1}{2}$  inch wide. The width of the dress at the lower edge is 3 yards.

## A DAINTY FROCK FOR MOTHER'S GIRL

6499. Printed organdy, in tan and burnt orange shades, was selected for this pleasing frock. Plaittings at neck and sleeve and the sash are of orange organdy. This is also a pretty model for chiffon or voile, or for China silk in the new pastel shades, with sash of ribbon in a favorite color. White crepe de chene, with binding in blue or pink, is also suggested. The dress is a straight line model, with fulness at the sides below the hips. The ruffles are mounted on the dress portions and form pleasing and animated fulness. The sleeve may be finished in wrist length with a narrow band cuff or as a short puff joined to a narrow sleeveband, and finished like the neck edge if desired with plaiting.

Cut in 4 Sizes: 4, 6, 8, and 10 years.

You can get any pattern shown in your department for 12c by filling in the following coupon, clipping and enclosing with price (stamps or money order) in envelope addressed "THE CHESAPEAKE AND OHIO AND HOCKING VALLEY EMPLOYEES' MAGAZINE, Richmond, Va." Use United States mail.

Name.....  
Street.....  
City..... State.....  
Size.....  
Send Pattern No.....  
(6-29)



# Weddings

There's a bliss beyond all that  
the minstrel has told,  
When two, that are link'd in  
one heavenly tie,  
With heart never changing,  
and brow never cold,  
Love on through all ills, and  
love on till they die.

—Moore

## Richmond, Va.

**WORTHAM-WALL:** Of interest to the Chesapeake and Ohio employees is the marriage of Miss Mary Hoge Wortham, daughter of Mr. and Mrs. Coleman Wortham, and Garrett B. Wall, Jr., son of Mrs. Garrett B. Wall and our late Vice-President, G. B. Wall, which took place April 13, at 8 o'clock, at Second Presbyterian Church, Richmond, Va., with Dr. William E. Hill and the Rev. Beverley Tucker officiating. The church was effectively decorated with Easter lilies and ferns. The bride entered on the arm of her father, by whom she was given in marriage, wearing a gown of ivory satin, fashioned on straight lines, with long sleeves and her veil of Brussels lace was combined with valles and tulle and was held in place by orange blossoms. She carried calla lilies and lilies of the valley.

Miss Nancy Wortham was her sister's maid of honor. She wore a gown of yellow flate crepe and carried an arm bouquet of lavender-and-yellow snapdragons. The bridesmaids, Mrs. Fitzhugh Lafferty, Misses Frances Arrington, Courtney Marshall, Charlotte Purcell and Margaret Terrell, wore turquoise flat crepe, and carried arm bouquets of variegated Spring flowers of lavender, pink, blue, and yellow. Mr. Wall had as his best man, Egbert Leigh, III, and his groomsmen were Fitzhugh Lafferty, Frank DeFord, McLane Fisher, of Baltimore; Lawrence Lewis, Coeman Wortham, and Joseph Bryan, III. The ceremony was followed by a reception afterwards at the home of the bride's parents, Mr. and Mrs. Wortham, 2301 Monument Avenue, after which Mr. and Mrs. Wall left for a wedding trip to Canada.

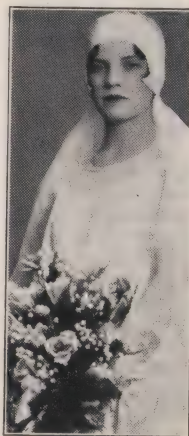


Garrett B. Wall, Jr.

**McALLISTER-BRYCE:** On April 4, Miss Lucy Netherton McAllister, Stenographer, Weighing Bureau, became the bride of Dr. Lyle Woodruff Bryce, of Jenkins, Ky. The ceremony was solemnized in Washington, D. C. Dr. and Mrs. Bryce are at home, in Jenkins, Ky.

**STOWE-LEWIS:** A very pretty wedding took place on Thursday, April 18, in Holy Comforter Church, when Catherine Frances Stowe became the bride of Howard Huggins Lewis, Clerk in the Freight Claim Department. Immediately after the ceremony, Mr. and Mrs. Lewis left for New York. They will be at home, at 2317 Stuart Avenue, Richmond, Va., after May 1.

**BOOTH-COCKRELL:** Miss Dorothy Walters Booth, daughter of Walter L. Booth, Chief of Yard and Terminal Operations, was married to



Dorothy Booth  
Cockrell

Lewis Eugene Cockrell, at St. Mark's Episcopal Church on the evening of April 27, the Rev. William D. Smith, officiating. The church was decorated with spring flowers, and lighted by cathedral candles. The bride entered on the arm of her father, by whom she was given in marriage. She wore a period gown of heavy ivory taffeta, and her veil was of tulle, which fell from a cap of seed pearls. She carried gardenias and lilies of the valley. She was attended by a maid of honor, a matron of honor, and two bridesmaids. Following the ceremony, there was a small reception at the home of the bride, after which Mr. and Mrs. Cockrell left for a wedding trip. Upon their return they will make their home at the Croydon, 2700 Idlewood Avenue.

## Newport News, Va.

**PRESSON-GWALTNEY:** L. E. Gwaltney, Brakeman, and Miss Lucille Catherine Presson, of Windsor, Va., were married at the home of the Rev. I. W. Johnson, pastor of

the Christian Church of Suffolk, Va., at eight-thirty Saturday evening, March 23.

**WHITE-McALWEE:** G. A. McAlwee, Blacksmith, and Miss Lois P. White were quietly married Saturday, April 6, at the home of the bride, with the Rev. I. W. Johnson, of Suffolk, Va., officiating. The bride, who was given in marriage by her brother, R. H. White, of Suffolk, Va., was attended by her sister, Anna Byrd White. The groom had as his best man, Paul Godwin, of Windsor, Va. Mrs. Sadie Whitley played the piano and Mrs. Sarah Whitley sang, O Promise Me. On their return, Mr. and Mrs. McAlwee will make their home in Newport News, Va.

## Chicago Division

**RABE-DYE:** Announcement has been made of the marriage of Charles Dye, Brakeman, Peru, Ind., and Miss Vernis R. Rabe, which took place at Peru, Ind., April 15. They will make their home at 154 East Second Street, Peru, Ind.

**SEEBOND-COWLES:** H. E. Cowles, Soliciting Freight Agent, Chicago, Ill., and Miss Dorothy Seebond were united in marriage March 30, at the home of the bride, in Hamlet, Ind. After a short wedding trip, they returned to Chicago, where they will make their home.

**LANDGRAVE-BURKE:** Potted tulips and hyacinths, artistically arranged in the home of Mr. and Mrs. Philip D. Landgrave, 15 West Spring Street, Peru, Ind., made a pretty setting for the wedding ceremony which united in marriage their daughter, Florence, and Elsworth R. Burke, Fireman. Dr. Harry Nyce, Pastor of the Presbyterian Church, read the single-ring service at one o'clock, Sunday afternoon, March 31, in the presence of the immediate families and a few out-of-town guests. Following the ceremony, a three-course luncheon was served at a table centered with Spring flowers and lighted by stately pink tapers in crystal holders, entwined with ferns and tied with pink tulle. Later, Mr. and Mrs. Burke left by motor car for Chicago, Ill., for a short honeymoon, before entering their home in Highland Place, Peru.

### Cincinnati Division

**JENKINS-DUNN:** Of interest to many of the Chesapeake and Ohio employes is the wedding of Miss Etta Mae Jenkins, daughter of Mr.



*H. W. Dunn*

and Mrs. W. W. Jenkins, 1012 Seventh Avenue, Dayton, Ky., and Harry W. Dunn, son of Mr. and Mrs. H. C. Dunn, 3727 Glenn Avenue, Covington, Ky., which took place at Trinity Methodist

Episcopal Church, Latonia, Ky., April 1, at 4.30 p. m. Pat Kramer, Yard Clerk at Stevens, Ky., acted as best man, and Miss Louise Carnes was the bride's only attendant.

W. W. Jenkins, father of the bride, is Car Repairman at Stevens, Ky., and the groom's father, H. C. Dunn, is General Signal Foreman at Covington, Ky.

The parents of the bride, Mr. and Mrs. W. W. Jenkins, entertained the wedding party at a dinner at their home, 1012 Seventh Avenue, Dayton, Ky., after which Mr. and Mrs. H. W. Dunn left for a wedding trip to various points through the East and South.

Mr. and Mrs. Dunn will make their home at 1203 E. Brookland Park Boulevard, Richmond, Va.

**SODERS-COOVERT:** G. P. Coover, Assistant Signalman at Covington, Ky., was quietly married recently to Miss Susie Souders, at Williamstown, Ky. The Rev. Mr. King, Pastor of the Williamstown Baptist Church, officiated. Mr. and Mrs. Coover will make their home at Augusta, Ky.

### Huntington Division

**ALLEN-CRAWFORD:** A very pretty wedding was solemnized at the Baptist Parsonage at St. Alban's April 10, when Miss Viola Allen, of LaSalle, Ill., became the bride of Harry Crawford, Yard Clerk. The ceremony was performed by the Rev. J. E. Meyers, in the presence of the immediate members of the families.

**HANNIGAN-LAKE:** Leonard Lake, Car Repairer, and Miss Louise Hannigan, of Montgomery, W. Va.,

were quietly married on April 1. They are residing in Cane Fork, where Mr. Lake now is employed.

**YOUNG-ROBERTSON:** J. H. Robertson, Fire Inspector, and Miss Ruby E. Young, of Huntington, W. Va., were married on April 8, in Columbus, O. After May 1, they will be at home to their friends in the Malone Apartments, Huntington, W. Va.

**CLARK-TODD:** On Saturday, March 30, a wedding which came as a surprise to their friends was that of Miss Evelyn Todd, daughter of Y. M. C. A. Secretary at Cane Fork, and Charles Clark, Serial Clerk to Trainmaster at Handley, which was solemnized by the Rev. Arden Kiser, at the home of the groom's parents, Mr. and Mrs. H. K. Clark, at Catlettsburg, Ky. Miss Pansy Clark, sister of the groom, was bridesmaid, and O. D. Persinger was best man. The bride is a graduate of Richmond High School and attended Marshall College, Huntington, W. Va., and New River State College. The groom is a graduate of Catlettsburg High School. They left for a tour of the mid-West.

Among the guests from Handley, W. Va., were Mrs. G. P. Gibbs, wife of Trainmaster, and sister, Sara Maud Jackson, and O. D. Persinger, Clerk to General Foreman. Mr. and Mrs. Clark entrained for Cincinnati, where they spent several days. They returned to Montgomery, where they will make their home.



*Loyed E. Rogers and Mrs. Rogers, whose wedding was a Spring event*

### Hinton Division

**PHELPS-ROGERS:** Loyed E. Rogers and Miss Frances Coleman Phelps were united in marriage on Tuesday, February 19, at the home of the bride, in Nicholasville, Ky. Loyed E. is a son of C. V. Rogers, Clerk, of Rainelle, and Mrs. Rogers is a daughter of Frank W. Phelps, of Nicholasville, Ky. They will reside in Nicholasville after March 15.

**WELCH-HAYTH:** G. L. Hayth, Laborer, and Miss Nina G. Welch, were united in marriage at Buchanan, Va., April 3. Mrs. Hayth is the daughter of Mr. and Mrs. F. C. Welch, of Springwood, Va. The couple will make their future home in Hinton.

**LILLY-LINDSAY:** J. E. Lindsay, Boilermaker Apprentice, and Miss Eva M. Lilly, daughter of Mr. and Mrs. G. E. Lilly, of True, W. Va., were married at the parsonage of the First Baptist Church, on the morning of March 30.

**CARTE-WOOD:** G. O. Wood, Fireman, and Miss Eva Carte, daughter of Blacksmith, of Thurmond, W. Va., quietly were married in Scarbro, W. Va., April 21, with the Rev. Mr. Nelson officiating. Mr. and Mrs. Wood will make their home in Thurmond, W. Va.

### Clifton Forge Division

**DEAVER-HOLLIDAY:** On Saturday, March 23, in Ronceverte, W. Va., John Ruby Holliday, Laborer, son of Mr. and Mrs. M. J. Holliday, of South Ronceverte, and Miss Lottie Honaker Deaver, daughter of Mr. and Mrs. Herbert F. Deaver, of Whitcomb, were united in marriage by the Rev. F. P. Sydenstricker.

**WILEY-GILBERT:** Frank Gilbert, Machinist, and Miss Neola Wiley, of Covington, Va., were united in marriage February 15, in Covington, Va.

**CARPENTER-LAWLER:** E. L. Lawler, Boilermaker Apprentice, and Miss Vivian Carpenter, of Covington, Va., were united in marriage April 4 by the Rev. F. W. Long, in the parsonage of the Christian Church, at Clifton Forge. After a trip to points east, including Norfolk, they are at home in Covington, Va.

**VIA-DOWNEY:** Daly L. Downey, Pipefitter Helper, and Miss Alma Via, of Low Moor, were united in marriage on April 16, by the Rev. Mr. Skinner, of Covington.

**MURRAY-HANNAH:** Frank McClung Hannah, Engineer, and Miss Ellen A. Murray were united in marriage Saturday morning, April

*(Continued on page 99)*



# Children's Corner

Myrtle I. Cooper  
Assistant Editor



## Grant and the Safety Club

"Hey, you! What's the big idea?"

Grant leaned back and looked around the end of the box car, only to see Tom standing near the tool house, waiting for the freight train to pull out before attempting to cross the many tracks between him and the baseball field on the other side. Grant was making up for lost time by climbing between the cars.

"Oh, I beg your pardon," said Tom, "I thought you were one of the members of the Safety Club."

Grant's face turned red as he jumped back to the ground and walked over to face Tom.

"Call it off, Tom; that's the third time today that I've been reminded that I am not a member. I'm no baby, and I don't see any use in belonging to a Safety Club when I'm perfectly able to look after myself."

The argument was silenced by the rattling of the freight cars as they began to move, and the noise of a fast train as it whizzed by on the other side of the freight cars.

Grant and Tom crossed the tracks together, but neither spoke again of the Safety Club. They had been the best of friends until the boys had organized the club and Grant had laughed and said that you never get anywhere unless you're *brave* enough to take chances.

Grant made two home runs for his team, but the glory of it all was spoiled by the remarks of the fathers of two of the boys on the side lines.

"Grant is such a fine fellow in every way that I'm surprised that he isn't in the Safety Club with the other boys of his crowd."

"Carl says they'll get him yet, because the boys have all decided not to sponsor him for anything in their games unless he does; since his hairbreadth chances are not a good example for the younger children."

"So, they'd make him join, would they, by their indifference? Well, he'd show 'em," his thoughts ran.

Grant felt resentful of the attitude of the boys, and when the game

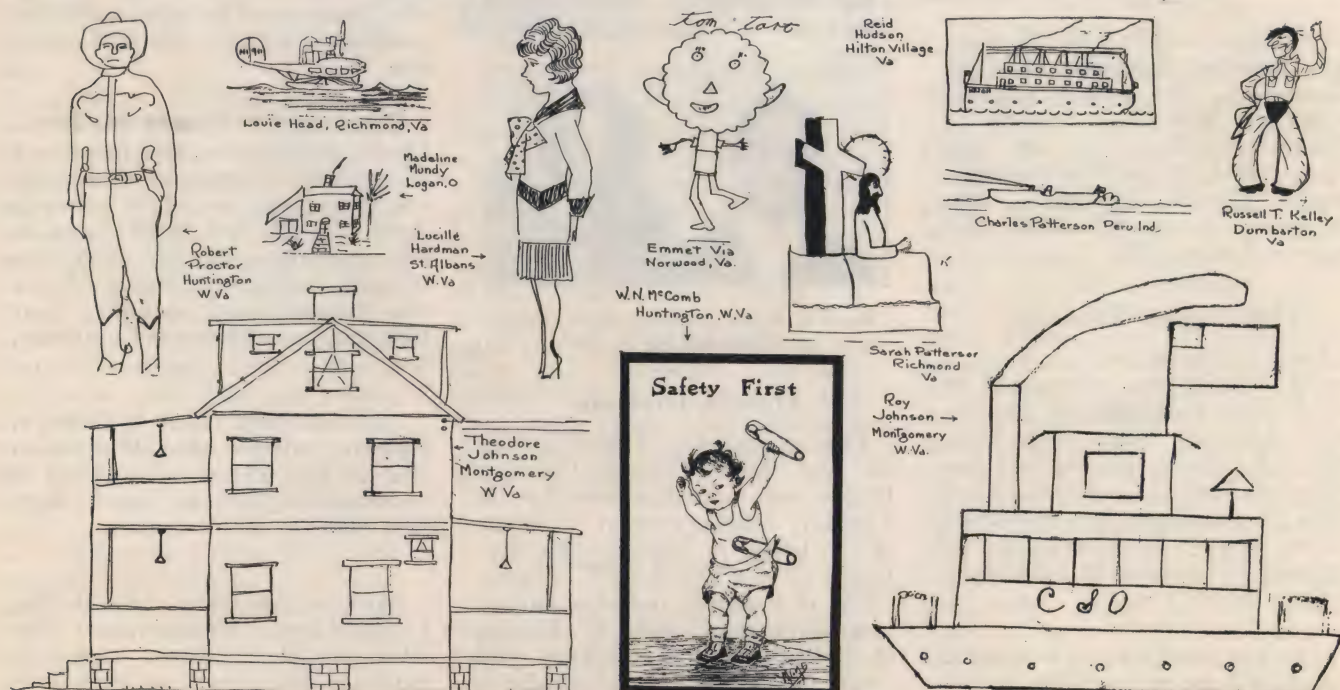
was over, instead of waiting to walk along with the other members of his team, as he usually did, he hurried off alone, toward the railroad yards on his way home.

"Poor, adventurous Grant," said a voice that sounded very much like Dr. Todd's, "He has had his last thrill of taking chances."

"Yes," said another voice, "it is a dreadful thing, but, maybe, it will be a lesson to his little brother, Ted, who tries to do everything like Grant. Only yesterday, Ted broke his arm trying to swing on the back end of a truck."

"I wish," said another voice that sounded like Tom's, "that he had joined our Safety Club, instead of laughing and saying that such clubs were for boys and girls who were afraid of everything."

"I just don't understand it," again said the voice like Dr. Todd's, "My daughter, Mary, says that Grant was brave, courteous, kind,



Drawings from Our Young Artists

always clean, and a leader in every fine movement their crowd undertook. But, that Mr. Williams, the Station Agent, had already told him that he could not give him the job as Messenger this summer, because he couldn't afford to have a boy working for him who didn't practice Safety First."

Other words like wheelchairs, no more baseball, skating, swimming or field-day prizes ran through Grant's mind, as he tried to realize where he was and what had happened.

Suddenly someone was shaking him. "Are you going to sleep all day? It's nine o'clock, and Saturday morning," said Ted, giving Grant another shake.

Grant sat upright, rubbed his eyes

as if he expected to see ghosts. Then his eyes found Ted, and he threw back the covers and felt his legs.

At ten o'clock that Saturday morning, a thoughtful Grant walked rapidly into Tom's barn, where the Safety Club meetings were held. And to this day some of them still wonder why Grant suddenly decided to join, but that is Grant's very own secret.

### With Our Young Railroaders

Richmond, Va.

Dear Editor:

I am sending you two of my drawings. I hope to see them in the

Children's Corner. I read your letter in April MAGAZINE and I am going to write and tell you what good times I have in my summer vacation.

Your new friend,  
Sarah Patterson.

St. Albans, W. Va.

Dear Editor:

I have recently moved back to my home town. I am sending some girls I have just completed. My father has been on the Chesapeake and Ohio for thirteen years. My sister, Beulah, and I have sent drawings before.

Best wishes to all of you,  
Your friend,  
Lucille Hardman.

### Richmond, Va., General Offices Safety Children



1. Anne Marie Schaefer, daughter of K. A. Schaefer, Local Rate Clerk, Car Accountants' Office. 2. Teresa Oetus, daughter of R. P. Oetus, Draftsman, Mechanical Department. 3. Joseph Brodnax Blackburn, Jr., son of Chief Draftsman, Mechanical Department. 4. Charles E., Jr., Norman Roy and Doris Mildred, sons and daughter of C. E. Wiltshire, Clerk, Mechanical Department. 5. George Coleman Totty, baby son of George A. Totty, Clerk, Maintenance of Way Department. 6. Kathleen and Nathan Cosby, daughter and son of C. C. Cosby, Equipment Clerk, Mechanical Department. 7. Elsie Jean Coleman, daughter of Frank G. Coleman, Clerk, Freight Claim Department. 8. Nancy Langton, daughter of George Langton, Draftsman, Mechanical Department. 9. J. McKinley Davis, Jr., son of Clerk in Office of Shop Engineer. 10. R. P. Oetus, Jr., son of Draftsman, Mechanical Department. 11. Wilbur E. Perkins, Jr., son of Secretary to Chief Mechanical Officer. 12. Doris Louise Matthews, daughter of H. T. Matthews, Local Record Clerk, Car Accountant's Office. 13. Warren Gilbert Armbrrecht, son of B. G. Armbrrecht, Rate Clerk, Office Auditor Overcharge Claims.

Logan, O.

Dear Editor:

This is the first time I have written to you. I am sending you my drawing, and hope to see it in the MAGAZINE. My father is Samuel Mundy, Yardmaster at Logan, O.

Your new friend,  
Madeline Mundy.

Hilton Village, Va.

Dear Editor:

This is the first time I have sent a drawing. I am twelve years old, and in the sixth grade. My father has worked for the Chesapeake and Ohio for twenty-five years. He was promoted to Engineer fifteen years ago.

Your new friend,  
Reid Hudson.

Dumbarton, Va.

Dear Editor:

I have just finished looking at the EMPLOYEES' MAGAZINE, and decided to send you one of my drawings. This is the first time I have ever sent you one. I am ten years old, and in the fourth grade at school. My father, W. A. Kelley, is employed in the Valuation Department of the Chesapeake and Ohio.

Your new friend,  
Russell Kelley.

## Presents Football to Governor

Robert C. Coakley, ten-year-old son of W. J. Coakley, Chief Clerk to Storekeeper, Peru, had the honor of presenting to Governor Leslie, of Indiana, a football which was recovered from a train wreck twenty-five years ago, and given to Robert by his grandfather, Charles Specht, of Indianapolis. The governor was a fullback on the Purdue University football team, which figured in the wreck, and was seriously injured. The presentation was made at an American Legion banquet held at Peru, April 2, and was received with great interest by him.

Norwood, Va.

Dear Editor:

I am sending you a free-hand drawing of Tom Tart. This is my third drawing. I enjoy the Children's Corner very much. I think we have some nice artists in our Corner. My father has been working for eight years on Section 71.

I am trying to make my letter a little longer this time. Norwood

## Happy Birthdays

RODNEY McNARY, JR., little son of Fireman, Chicago Division, had a real birthday party March 25, when he became four years old. The small guests played games and then were served dainty confections, ices and cakes. Table favors included balloons, yellow and lavender-colored baskets of Easter eggs, chocolate rabbits and ducks.

MARGARET EVELYN JAMES, daughter of Conductor at Handley, W. Va., celebrated her tenth birthday with a party at her home the evening of April 20. The young guests were entertained with outdoor games, after which delicious refreshments were served.

High School and Wingina School had a spelling match April 12. I am glad to say our school won. Norwood has beaten twice. The last word spelt was "interrupt". We are now going in training for field day, which will be May 8. Hoping to see my drawing in the MAGAZINE, I am,

Sincerely,

Emmet Via.

## More Reasons for Safety



1. Mary Therese Graham, little daughter of E. J. Graham, Rate Clerk, Chicago.  
2. Bobby Bierly, son of Wm. Bierly, Operator, Covington, Ky. 3. Nancy Ann Good, daughter of Rate Clerk, Cincinnati, O. 4. Bobbie Harvard, son of Ferrell J. Harvard, Timekeeper, Covington, Ky. 5. Allen Harvey, son of Louis Harvey, Coal Loader, Dorothy Mine, W. Va. 6. Charles Conway, nephew of Hazel Conway, Clerk, Columbus, O. 7. William Topping, nephew of F. J. Topping, General Foreman, Clifton Forge, Va., snapped in action.

## Talented Young Artist

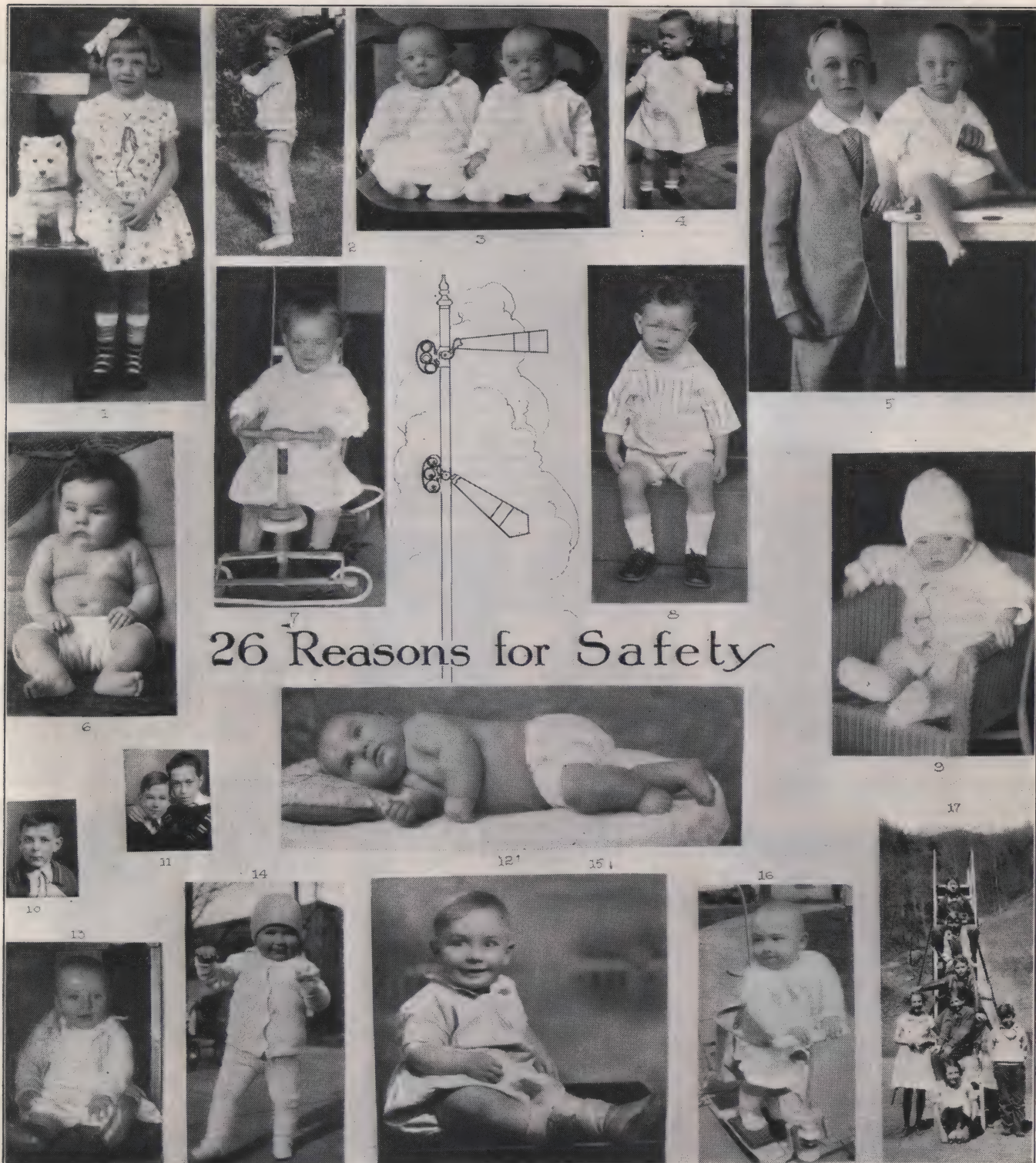
A popular member of our younger set is Rita Jeane Canode, of Columbus, O. Rita



Rita Jeane Canode

Jeane is seven years of age and is a very talented dancer. At the age of four years, she began her dancing career, at the Stella Becker School of Dancing, where she still is a pupil. In addition to having appeared on the Trowel Club program recently, she has appeared at entertainments given by the Order of Eastern Star, Brotherhood of Locomotive Engineers, and various other fraternal organizations.

Rita Jeane makes her home with her grandmother, Mrs. Jett Garber. She is the only child of L. E. Canode, Brakeman on the Toledo Division, and is a niece of E. W. Canode, Conductor.



1. Alma Mae Pancake, daughter of I. C. Pancake, Section Storekeeper, Huntington, W. Va. 2. Thomas Earl Graham, son of E. J. Graham, Rate Clerk, Chicago. 3. Ralph Edward and Raymond Farrell, sons of O. S. Farrell, Triple-Valve Cleaner and Tester, Huntington, W. Va. 4. Bobby Burnett, son of E. J. Burnett, Conductor, St. Albans, W. Va. 5. Fred Voelcker and baby brother, Luther, sons of F. W. Voelcker, Associate Editor, Gladstone, Va. 6. Patricia Sue Helm, daughter of W. R. Helm, Electrician, Huntington, W. Va. 7. Buel E. Conner, son of W. M. Conner, Clerk, Huntington, W. Va. 8. Gilbert Lee Ballinger, son of H. O. Ballinger, Machinist Helper, Fulton Shops, Richmond, Va. 9. Paul Richard Wigginton, son of C. V. Wigginton, Track Repairman, Columbus, O. 10. Benny Claire Richmond, son of C. M. Richmond, Fireman, Thurmond, W. Va. 11. Earl and Kenneth Morton, sons of R. E. Morton, Fireman, Thurmond, W. Va. 12. Roy Schaeffer, Jr., son of Clerk, Russell, Ky. 13. Morris Lee Hensley, son of J. L. Hensley, Carman Apprentice, and grandson of D. L. Green, shop employee, Huntington, W. Va. 14. Donzella May Stiff, daughter of H. L. Stiff, Tinner, Huntington, W. Va. 15. Paul David Layman, son of R. V. Layman, Clerk, Chicago. 16. Alfred Brinton Curtis, son of Eugene Curtis, Storekeeper, Ashland, Ky. 17. Group of fifth- and sixth-grade pupils, promoted to seventh grade of Dorothy Mines, W. Va., School.

# Roll of Honor

Name	Date	Division	Cited For	Cited By
R. F. Lewis, Yard Brakeman ...	3-10	Russell .....	Found broken rail .....	W. S. Butler, Supt.
Raymond Prease, Citizen .....	4-18	Clifton Forge .....	Found broken rail and flagged train .....	L. A. Grubbs, Supt.
H. C. Kelly, Conductor .....	3-26	Clifton Forge .....	Observed merchandise hanging from foreign car; broke seal and replaced it .....	L. A. Grubbs, Supt.
D. S. Johnson, Citizen .....	3-21	Clifton Forge .....	Observed brake beam dragging on passing train and immediately notified crew .....	L. A. Grubbs, Supt.
W. F. Crist, Operator .....				
E. T. Gilliland, Conductor .....	3-31	Clifton Forge .....	Investigated irregularity in track and found broken rail; flagged train following .....	L. A. Grubbs, Supt.
C. M. Belton, Flagman .....				
John Prease, Citizen .....	3-29	Clifton Forge .....	Found broken rail .....	L. A. Grubbs, Supt.
A. L. Flaherty, Operator .....	4-24	Clifton Forge .....	Observed brake hanger down on passing train .....	L. A. Grubbs, Supt.
W. L. Chriswell, Conductor .....	3-21	Chicago .....	Displayed unusual interest in protecting schedule of meat run .....	W. M. Lynch, Tr'nmaster
J. H. Brown, Citizen .....	3-17	Chicago .....	Observed brake beam down on passing train .....	W. M. Lynch, Tr'nmaster
A. J. Hayworth, Brakeman .....	3-3	Chicago .....	Observed brake beam down on car in passing train .....	W. M. Lynch, Tr'nmaster
L. F. Hutchinson .....	3-30	Columbus Term'l. ....	Discovered that car was riding down on side bearing and immediately reported .....	W. W. Houston, Supt.
M. O. Perkins, Engineer .....	4-20	Sewell Valley Sub-Division .....	Discovered and repaired broken oil supply pipe .....	J. M. Raine, Asst. Supt.
Floyd Smith and son, Citizens .....	4-21	Huntington .....	Found and removed telephone booth that had been blown down on track .....	H. E. Webb, Supt.
J. W. Hayslett, Conductor .....	4-28	Clifton Forge .....	Investigated rough place in track and found broken rail .....	L. A. Grubbs, Supt.
A. D. White, Asst. Gen. Y'dm'r	4-26	Clifton Forge .....	Excellent handling of situation at hump when brake chain broke on car .....	L. A. Grubbs, Supt.
E. G. Paynter, Yardmaster .....				
H. J. Hayes, Yard Conductor .....				
J. D. Fortune, Engineer .....				
L. L. Lam, Fireman .....				
A. D. Little, Yard Clerk .....				
E. L. Windsor, Yard Brakeman .....				
L. M. Harris, Yard Brakeman .....				
Claude Beverly, Yard Brakeman .....				

## Commendable Records in Performance

For exceptionally good performance in the operation of trains, the following recently have been commended by their Superintendents.

### Huntington Division

H. E. Webb, Superintendent

G. K. Daft, Conductor, and P. Hanifin, Engineman, from Peach Creek, W. Va., to Russell, Ky., April 18.

W. E. Fleck, Conductor, and H. Irwin, Engineman, from Handley, W. Va., to Russell, Ky., April 18.

N. D. Merritt, Conductor, and J. S. Newland, Engineman, from Peach Creek, W. Va., to Russell, Ky., April 14.

H. H. Hedge, Conductor, and H. A. Schultz, Engineman, from Hand-

ley, W. Va., to Russell, Ky., April 14.

C. S. Williams, Conductor, and J. T. Laden, Engineman, from Handley, W. Va., to Russell, Ky., April 7.

C. S. McConihay, Conductor, and H. Irwin, Engineman, from Peach Creek, W. Va., to Russell, Ky., April 6.

F. Smith, Conductor, and O. L. Verlander, Engineman, from Peach Creek, W. Va., to Russell, Ky., April 8.

G. W. Hensley, Conductor, and R. D. Webber, Engineman, from Russell, Ky., to Peach Creek, W. Va., and return, April 7.

R. V. Hurlbert, Conductor, and E. G. Strank, Engineman, from Handley, W. Va., to Russell, Ky., March 9.

G. K. Daft, Conductor, and J. M. Harrold, Engineman, from Peach Creek, W. Va., to Russell, Ky., March 9.

R. K. McCutcheon, Conductor, and A. H. Nagle, Engineman, from Peach Creek, W. Va., to Russell, Ky., April 8.

G. C. Rece, Conductor, and J. S. Siple, Engineman, from Peach Creek, W. Va., to Russell, Ky., April 8.

H. R. Thompson, Conductor, and A. D. Wilson, Engineman, from Handley, W. Va., to Russell, Ky., March 31.

E. Carter, Conductor, and H. Irwin, Engineman, from Handley, W. Va., to Russell, Ky., April 11.

C. A. Leake, Conductor, and J. M. Miller, Engineman, from Peach Creek, W. Va., to Russell, Ky., April 2.

G. W. Hensley, Conductor, and S. D. Siple, Engineman, from Peach Creek, W. Va., to Russell, Ky., April 4.

(Continued on page 108)

# Stepping Up

## Charles James Geyer

Effective April 15, Charles James Geyer was appointed to the position of Assistant to



Charles James Geyer

Vice-President, with headquarters at Richmond, Va.

Mr. Geyer was born April 6, 1889, in Zanesville, O. He received his education in the public and high schools and at Marshall College, Huntington, W. Va. In 1906 he began his railroad career, working during his summer vacations with the Chesapeake and Ohio and Grand

Trunk Pacific on railroad construction. In 1910, he became Rodman for the Chesapeake and Ohio, and since then has been consecutively, Instrumentman, Resident Engineer, Assistant Engineer, Maintenance of Way Department; Assistant Engineer in Charge of Field Survey, Valuation Department; Division Engineer, Richmond Division; Assistant Superintendent Maintenance of Way. In October, 1926, he became Engineer Maintenance of Way, with headquarters at Richmond, Va., in which position he remained until his present appointment.

## Richard Brooke

Effective April 15, Richard Brooke, formerly Assistant Engineer Maintenance of



Richard Brooke

Way, was appointed Engineer Maintenance of Way, with headquarters at Richmond, Va.

Mr. Brooke was born in Sutherlin, Pittsylvania County, Va. He received his education in the public and private schools and the Virginia Military Institute, graduating from there in 1908.

He began his railroad career with the Baltimore and Ohio, April 18, 1909, serving consecutively in the capacities of Rodman,

Chainman, Transitman, Draftsman, Assistant and Division Engineer, and Assistant Engineer, until January 30, 1917. Then he answered Uncle Sam's call to service, and from June 20, 1917, to July 25, 1918, was Captain, Engineer Office, Regimental Staff, Fifteenth Engineers; from July 25 to November 6, 1918, Captain (Company Commander); Major (Battalion Commander), Fifteenth Engineers; February 25, 1919, to July 1, 1919, Major, District Engineer, Advance Section American Expeditionary Forces.

Upon being mustered out of the army, on August 30, 1919, after two years and one

month overseas, Mr. Brooke returned to the Baltimore and Ohio as Division Engineer. April 15, 1925, the Guggenheim interests, of New York, requested the Baltimore and Ohio to release Mr. Brooke temporarily for the purpose of making a study and recommendations for the expansion of railway and port facilities and improvement of operation of the Anglo-Chilean Consolidated Nitrate Corporation. Mr. Brooke spent the following five months in Chile, South America, and completed his report in New York November 25, 1925. December 15, 1925, he came to the Chesapeake and Ohio as Special Engineer, and, on January 1, 1927, was appointed Assistant Engineer Maintenance of Way, in which position he remained until his present appointment.

## J. E. King

Effective April 15, J. E. King, General Supervisor Bridges and



J. E. King

Buildings, was appointed to the position of Assistant Engineer Maintenance of Way, with headquarters at Richmond, Va. Mr. King was born at Hurricane, W. Va., March 1, 1884. He began his railroad career with the Chesapeake and Ohio in September, 1900, serving consecutively in the capacities of Carpenter, at Huntington, W. Va.; Building Inspector, Carpenter Foreman, Rodman, Assistant Engineer, Supervisor, Bridges and Buildings, and Division Engineer, Hinton Division. On July 15, 1925, he was advanced to the position of General Supervisor Bridges and Buildings, and transferred to Richmond, Va.

## A. E. Botts

Effective April 15, A. E. Botts, Division Engineer, Huntington



A. E. Botts

Division, was appointed to the position of General Supervisor of Bridges and Buildings, with headquarters at Richmond, Va.

Mr. Botts was born in Bethel, Ky. He entered the service of the Chesapeake and Ohio November 1, 1906, as Rodman in the Construction Department, Cincinnati, O.; was transferred to Ashland Division in February, 1907, and promoted to Assistant Engineer, Ashland Division, in April, 1908. He was

promoted to Assistant Engineer, Western General Division, in November, 1910; in October, 1911, was appointed Division Engineer, Ashland Division; in November, 1914, was appointed Division Engineer, Huntington and Logan Divisions, and acted in that capacity until his present promotion.

## Guy O. Beale

Effective April 16, Guy O. Beale was appointed Assistant Chief Clerk to the President, Richmond, Va.



Guy O. Beale

Mr. Beale entered the service of the Railway Company April 8, 1908, as Clerk in the Office of Master Mechanic at Richmond, Va., being consecutively promoted to Material Distribution Clerk, Car Shop Clerk, Clerk to Assistant Master Mechanic, and Abstract Clerk. In February, 1914,

he was transferred to the General Offices as Statistician in the Motive Power Department. During the period September, 1917, to June, 1919, he was in the army, filling the post of regimental sergeant-major. Upon his discharge from the army, he returned to the Railway Company, filling various positions in the Mechanical Department, being promoted, in June, 1925, to position of Chief Clerk, Locomotive Department, and, on April 18, 1927, becoming Assistant Chief Clerk to Vice-President, Operation, which position he held until his recent promotion.

## J. Whippo

Effective April 8, J. Whippo was appointed Office Engineer, Maintenance of Way Department, with headquarters at Richmond, Va.



J. Whippo

Mr. Whippo was born in Bellefonte, Pa., April 9, 1883. He received his education in the elementary and high schools at Bellefonte. November 1, 1902, he accepted a position with the Union Switch and Signal Company, Swissvale, Pa., as Inspector, and remained in that position until April

20, 1907, at which time he transferred to the Pennsylvania Railroad as Maintainer, and later acted in the capacities of Assistant Inspector of Signals and Assistant Supervisor of Signals, with headquarters at Wilmington, Del. From January 10, 1918, to May 6, he was with the Keystone Telephone Company, with headquarters at Philadelphia, Pa. On May 8, 1922, he returned to the Pennsylvania Railroad, as Designer in the Telegraph and Signal Department, with headquarters at Pittsburgh, Pa., and remained in that position until his present appointment with the Chesapeake and Ohio.

## M. I. Dunn, Jr.

Effective April 15, M. I. Dunn, Jr., Assistant Division Engineer, Huntington Division, was appointed to the position of Division Engineer, Huntington Division, with headquarters at Huntington, W. Va.



M. I. Dunn, Jr.

Mr. Dunn was born in Scottsville, Va., November 29, 1899. He entered the service of the Chesapeake and Ohio as Rodman, July 1, 1916; was promoted to Chainman, March 1, 1917, and to Instrumentman, December 1, 1918. He was granted a leave of absence September 1, 1919, and attended Washington and Lee University, of which he is an Engineering graduate. June 15, 1923, he was made Instrumentman at Huntington, W. Va., Construction Department; promoted to Assistant Engineer, Clifton Forge, Va., October 1, 1923; transferred to Richmond, Va., October 1, 1924, and promoted to Assistant Division Engineer, Huntington Division, July 15, 1925.

## R. L. Kittredge

Effective April 16, R. L. Kittredge, Cost Engineer, Hocking Valley, was appointed to the position of Assistant Division Engineer, Huntington Division, Chesapeake and Ohio, with headquarters at Huntington, W. Va.



R. L. Kittredge

Mr. Kittredge was born in Cincinnati, O., January 29, 1901. He attended Hackley College Preparatory School, Tarrytown, N. Y., for six years, Massachusetts Institute of Technology for one year, and University of Cincinnati for two years.

He entered the service of the Chesapeake and Ohio November 24, 1923, as Assistant Division Engineer, Richmond, Va.; transferred to Cincinnati September 4, 1924, as Assistant Supervisor; was promoted to Assistant Cost Engineer, April 1, 1925; was promoted to Cost Engineer, Hocking Valley, December 1, 1926.

## D. C. Teal

Effective April 1, D. C. Teal was appointed Assistant Engineer Water Supply, with headquarters at Richmond, Va. Mr. Teal was born February 15, 1900, in Arcadia, Ind. He attended elementary and high schools in Arcadia. He is also a graduate of Purdue University, class of 1923. He was employed by the City of Indianapolis, Ind., for a period of one year in the Department of City Planning Commission. Mr. Teal began his railroad career with the Chesapeake and Ohio in April, 1924, as Instrumentman, Division Engineer's Office, Peru, Ind. In January, 1927, he was promoted to Assistant Cost Engineer, Alleghany District, Clifton Forge

Division, with headquarters at Clifton Forge, Va. In July, 1927, he became Field Draftsman in the Water Supply Department, with headquarters at Richmond, Va., where he remained until his recent advancement.

## Earl Brickles

Effective March 1, Earl Brickles was promoted to the position of Roundhouse Foreman at Nelsonville, O., succeeding Edward Healy, who was transferred to Logan.

Mr. Brickles first entered the service of the Hocking Valley Railway July 28, 1911, as Ash Pit Man. Two years later, he was transferred to the position of Machinist Helper, and December 13, 1917, was made Machinist, in which capacity he served until his advancement to Roundhouse Foreman.

## R. M. Markland

Effective April 16, R. M. Markland was appointed to the position of Assistant Chief Clerk to Vice-President, Operation, Richmond, Va.



R. M. Markland

Mr. Markland entered the service as Clerk in the Office of General Baggage Agent, Richmond, December 12, 1912. On July 1, 1914, he accepted a position as Stenographer-Clerk in the Office of the Assistant Master Mechanic, Fulton Shops. On March 15, 1915, he was transferred to the Office of the Superintendent of Motive Power as Stenographer, and occupied several stenographic positions in that office, including that of Stenographer to Chief Clerk, until January 1, 1917, when he accepted a position as Stenographer in the Office of Vice-President and General Manager. On December 5, 1919, he was appointed Secretary to the General Manager. He was transferred, on June 15, 1923, to duties of General Clerk, being appointed Assistant Chief Clerk to General Manager on February 1, 1927, which position he held until his recent promotion.

## W. C. Fox

Effective April 16, W. C. Fox was promoted to the position of Secretary to Assistant to Vice-President, Operation, Richmond, Va.



W. C. Fox

Mr. Fox entered the service of the Chesapeake and Ohio in December, 1922, as Stenographer in the Mechanical Department, Richmond, serving as Stenographer in the Passenger Department from March to July, 1923. During the period, July, 1923, to August, 1928, he held the positions of Stenographer and File Clerk in the Office of Vice-President and General Manager, becoming Stenographer-Clerk in the Office of Assistant to Vice-President, Operation, on August 1, 1928, which position he held until his recent promotion.

## R. Jerome Tresnon

Effective April 16, R. Jerome Tresnon was promoted to the position of Secretary to Assistant Vice-President, Operation, Richmond, Va.



Jerome Tresnon

Mr. Tresnon entered the service of the Chesapeake and Ohio January 6, 1923, as Stenographer-Clerk in the Office of Superintendent Transportation; was promoted to Office of Vice-President and General Manager, in same capacity, August 15, 1923, and became Secretary to Assistant to Vice-President, Operation, October 8, 1926, which position he held until April 16, of this year.

## Thomas Walsh

Effective April 22, Thomas Walsh, Metal Car Worker, was promoted to Metal Gang Foreman, Hocking Valley, Logan, O. Mr. Walsh entered service in November, 1907, as Laborer. He was promoted to Metal Car Worker in January, 1908.

## Fred Mitchel

Effective April 8, Fred Mitchel was promoted to Lumber Inspector, Hocking Valley, Logan Shops, Logan, O. Mr. Mitchel entered service as Platform Laborer February 6, 1924.

## W. F. Van Denburgh

Effective April 16, W. F. Van Denburgh was appointed Assistant Chief Clerk to General Manager, Richmond, Va.



W. F. Van Denburgh

Mr. Van Denburgh was born in Pittsylvania County, Va., in 1893; graduated from John Marshall High School, in 1912, and studied accounting and higher mathematics at Virginia Mechanics Institute for two years. He entered the service of the Chesapeake and Ohio in September, 1913, as Stenographer in the Superintendent's Office, Richmond, Va. In 1914, he accepted a position as Stenographer in the Office of General Passenger Agent, remaining until March, 1916, when he accepted a position with the government in Washington, where he remained until the entry of the United States into the World War, when he enlisted in the Ordnance Department and went to France. On returning to this country, in 1919, he worked with a commercial concern for two years and returned to the service of the Railway Company, in 1921, as Stenographer in the Office of Passenger Traffic Manager. In 1922, he became Stenographer in the Office of Vice-President and General Manager, subsequently holding the positions of File Clerk, Secretary to General Manager, and Secretary to Assistant Vice-President, which latter position he held until his recent promotion.

## J. T. Marrin, Jr.

Effective April 16, J. T. Marrin, Jr., was promoted to position of Stenographer-Clerk in the Office of Assistant to Vice-President, Operation, Richmond, Va.



J. T. Marrin, Jr.

Mr. Marrin entered the service of the Railway Company December 28, 1918, as Stenographer-Clerk in the Mechanical Department, Richmond, Va., and since then has gained experience in the following capacities: December, 1922, transferred to position as Stenographer-Clerk in Chief Engineer's Office; returned to Mechanical Department January, 1923; received promotion to Real Estate Department in April, 1923, as Stenographer-Clerk; promoted to Office of General Manager in October, 1923, serving in the positions of Stenographer, and, lastly, File Clerk until his recent promotion.

## O. O. Redman

Effective April 19, O. O. Redman, Junior Clerk, President's Office, Richmond, Va., was awarded the position of Multigraph Operator-Clerk in the office of Jno. C. Dice, Assistant to Vice-President.



O. O. Redman

Mr. Redman is a graduate of high school and attended Massey Business College, Richmond, where he was a student in the commercial department. He entered the service in June, 1928, as Office Boy in the Mechanical

Department, where he later acted as temporary Clerk for a short time. In November, 1928, he received promotion to the position of Junior Clerk, Office of the President.

## S. M. Stein

Effective April 16, S. M. Stein, File Clerk, was promoted to the position of Stenographer, Office of Vice-President and General Manager, Richmond, Va.



S. M. Stein

Mr. Stein was born in London, England, May 2, 1904, and moved to America when he was a few months old. He attended John Marshall High School and Massey Business College, Richmond, Va., and entered the service of the Company as Steno-

grapher, Office of General Foreman, Hinton, W. Va., March 29, 1923, and since then has acted in the following capacities: Secre-

tary to Trainmaster, Thurmond, W. Va.; Stenographer-Clerk, Office of General Foreman, Seventeenth Street Shops, Richmond, Va.; Secretary to Master Mechanic, Seventeenth Street Shops, Richmond; Secretary to Shop Engineer, General Offices, Richmond; Stenographer and, on August 13, 1928, File Clerk, in the Office of Vice-President and General Manager.

## J. K. Hatchett

Effective April 12, J. K. Hatchett was appointed to the position of Secretary to T. F. Barton, General



J. K. Hatchett

Master Mechanic, at Huntington, W. Va.

Mr. Hatchett entered the service as Stenographer-Clerk in the Master Mechanic's Office at Huntington May 31, 1924, transferring to position of Secretary to the Shop Superintendent at Huntington on December 11, 1925, which position he filled until his recent appointment.

## August M. McClintock

Effective April 22, August M. McClintock, Stenographer-Clerk, office of Jno. C. Dice, Assistant to Vice-President, Richmond, Va., was awarded the position of Stenographer to Assistant Chief Clerk to General Manager.



August McClintock

Mr. McClintock entered the service of the Chesapeake and Ohio December 27, 1923, as Office Boy in Office of Superintendent Car Department and from there transferred, in capacity of Junior Clerk, to Office of Assistant Treasurer. In October, 1924, he was awarded position of Multigraph Operator-Clerk in Office of Assistant to Vice-President, and later received promotion to Stenographer-Clerk in the same office.

## Kyle C. Jackson

Effective April 12, Kyle C. Jackson was promoted to the position of Secretary to Shop Superintendent, Huntington, W. Va.



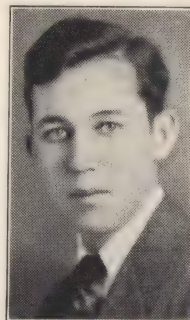
Kyle C. Jackson

Mr. Jackson was born September 2, 1906. After graduating from the Huntington High School, in the class of 1924, he accepted a position as Assistant Cashier with a national wholesale concern. He entered the service of the Chesapeake and Ohio, as Stenographer in the

Mechanical Department at Huntington Shops, May 11, 1926; was later promoted to

File Clerk, and in October, 1927, to Stenographer-Clerk in the Boiler Department, where he remained until his recent promotion,

## Thomas D. Rooney



Thomas D. Rooney

Effective April 11, Thomas D. Rooney was promoted to the position of Clerk in Office of Superintendent Freight Transportation, Hocking Valley, Columbus, O. He entered the service as Messenger September 27, 1928, after graduating from Aquinas College.

## J. Blair Gilliam

Effective April 16, J. Blair Gilliam was promoted to the position of File Clerk in



J. Blair Gilliam

Office of Vice-President and General Manager.

Mr. Gilliam entered the service July 16, 1923, in the Mechanical Department, as Stenographer to General Master Boilermaker. In July, 1923, he was transferred to the Storekeeper's Office at Seventeenth Street Shops as Requisition Clerk. On August 15, 1923, he accepted a stenographic position in the Office of Passenger Traffic Manager and, on January 1, 1925, became Secretary to the late E. W. Grice, Assistant to President. On November 1, 1926, due to the death of Mr. Grice, he was transferred to the Office of Vice-President and General Manager, where he held several stenographic positions until his recent promotion to File Clerk.

## James A. Hagey



James A. Hagey

Effective April 16, 1929, James A. Hagey, who entered the employ of the Fuel Mines, Dorothy, W. Va., January 1, 1929, as Transitman, was promoted to Mining Engineer, vice C. C. Virgin, resigned. Russel Armstrong, of Wilkes-Barre, Pa., succeeded Mr. Hagey as Transitman.

## Marando Casto

Effective April 22, Marando Casto was promoted to Smith Helper at the Logan Shops. Mr. Casto entered service April 6, of this year, as Platform Laborer.

## Walter Clark

Effective March 25, Walter Clark was promoted to the position of Mill Foreman at Logan, O. Mr. Clark entered the service of the Hocking Valley as Laborer, May 15, 1913. He was promoted to Machine Hand October 25, 1915, the position he occupied at the time of his promotion to Mill Foreman.

## Edward Leach

Effective April 9, Edward Leach was made Clerk in the Storekeeper's Office at Logan, O.



Edward Leach

Mr. Leach entered the service of the Hocking March 6 as Laborer in the Stores Department. He was promoted to Section Storekeeper November 19, 1923, the position he occupied at the time of his recent promotion.

## Frank Mason

Effective April 22, Frank Mason was promoted to Smith Helper at Logan, O. He entered service March 29, of this year, as Platform Laborer.

## H. L. Fitzwater

Effective April 22, H. L. Fitzwater was promoted to position of Stenographer-Clerk in the Office of the General Foreman, Huntington Shops, W. Va.

Mr. Fitzwater entered the service of the Company November 9, 1927, as Stenographer in General Car Foreman's Office; was transferred to Planning Mill December 12; promoted to Stenographer in the Cabinet Shop May 16, 1928, where he remained until his recent promotion.

## Mrs. Mae I. Hutton

Effective April 19, Mrs. Mae I. Hutton was awarded the permanent Position of Assistant Cashier, Freight Station, Ashland, Ky.

Mrs. Hutton entered the service July 21, 1922, as Abstract Clerk, Freight Station, Ashland, Ky., and on January 1, 1927, accepted the position of Timekeeper in the Maintenance of Way Department at Ashland. On February 28, 1928, she returned to the Freight Station as temporary Assistant Cashier, which position she held until the present time, when it was assigned permanently.

## Frank J. Duesler

Effective March 26, Frank J. Duesler was awarded the position of Timekeeper in the Division Engineer's Office, Ashland, Ky. Mr. Duesler was born at Albany, N. Y., and entered the service of the Company November 11, 1923, as Record Clerk in Ashland Yards, which position he held at the time he was transferred to the Division Engineer's Office.

## Cecil Haskell Erwin

Effective April 17, Cecil Haskell Erwin was awarded the position of Stenographer-Clerk in the Office of the Superintendent, Ashland, Ky.

Mr. Erwin entered the service on October 11, 1928, as extra Clerk, and has worked from time to time as extra Clerk in the various offices at the Ashland Terminal.

## W. G. Wharton

Effective March 16, W. G. Wharton, Bridge Draftsman, Richmond, Va., was promoted to the position of Designer. Mr. Wharton entered the service of the Railway Company in November, 1920, as Draftsman, which position he has held until his recent promotion.

## J. W. Fairburn

Effective April 16, J. W. Fairburn, Assistant Blue Print Operator, Richmond, Va., was promoted to the position of Junior Draftsman. Mr. Fairburn entered the service of the Railway Company in August, 1921, as Material Carrier and was later promoted to position of Assistant Blue Print Operator.

## C. B. Morris

Effective April 16, C. B. Morris, Junior Draftsman, received promotion to the position of Bridge Draftsman, Richmond, Va. Mr. Morris entered the service of the Railway Company in February, 1925, as Assistant Blue Print Operator, and later was promoted to position as Junior Draftsman.

## M. E. Walls

Effective April 22, M. E. Walls, Stenographer to General Foreman, was promoted to Clerk in the Boiler Shop, Huntington, W. Va. Mr. Walls entered the service of this Company January 26, 1926, as Messenger in Master Mechanic's Office. He was promoted to Addressograph Clerk in September, 1926, where he served until November, 1926, at which time he was appointed Pass Clerk. In



M. E. Walls

September, 1927, he was advanced to Stenographer to General Foreman.

## H. V. Pillow

Effective April 10, H. V. Pillow, Messenger, Mail Bureau, received promotion to Waybill Sorter, Waybill Sorting Department in the Office of Auditor of Freight Traffic, Richmond, Va. Mr. Pillow entered the service of the Chesapeake and Ohio November 19, 1928.

## W. T. Heath

Effective April 10, W. T. Heath was promoted to the position of Sorter in Waybill Sorting Department of Office of Auditor Freight Traffic, Richmond, Va. Mr. Heath entered the service of the Company October 1, 1928, as Messenger.

## P. T. Woods

Effective April 3, P. T. Woods was promoted to Clerk, Government Accounts Bureau, Office Auditor of Freight Traffic, Richmond, Va. Mr. Woods entered the service of the Company September 25, 1924, as Waybill Sorter, Waybill Sorting Department, which position he held until his recent transfer.

## L. L. Huckstep

Effective April 4, L. L. Huckstep was promoted to Tabulating Clerk in the Statistical Department of Office of Auditor Freight Traffic, Richmond, Va. Mr. Huckstep entered the service of the Chesapeake and Ohio as Messenger, July 2, 1928; in October, 1928, he was promoted to the Waybill Sorting Department, which position he held until his recent promotion.

## William A. Davis



William Davis

William A. Davis, Messenger, Office of Superintendent, Hocking Valley, Columbus, O., entered the service April 11, to fill the vacancy created by Tom Rooney, promoted. William is the nephew of Maud Davis, Clerk, Freight Transportation Department.

## Other Promotions

### Cincinnati, O.

Irene McCarthy, formerly employed as Assistant Cashier, Local Freight Office, Cincinnati, has accepted a position in the Superintendent's Office, Covington, Ky.

Janet J. Nolloth, Stenographer, Local Freight Office, Cincinnati, has been awarded the position of Assistant Cashier formerly held by Miss McCarthy.

Francis A. Griffith, Stenographer, Local Freight Office, Cincinnati, has accepted a temporary position of Stenographer in the office of R. H. Vaughan, General Through Freight Agent, Cincinnati.

P. W. Wintermeyer, Yard Clerk, Cheviot, O., has accepted the position of Rate Clerk, Local Freight Office, Cincinnati.

### Columbus, O.

Effective April 1, Dr. E. M. Freese was appointed Chief Company Surgeon, Hocking Valley Railway, Columbus, O., vice Dr. Sterling B. Taylor, resigned.

### Richmond, Va.

Mrs. Helen Saunders, formerly Stenographer in Division Engineer's Office, Richmond, Va., has been promoted to Material Clerk.

Mrs. Lena England has accepted the position as Stenographer in Division Engineer's Office, vice Mrs. Saunders, promoted.

R. L. Thompson, Signal Inspector, has been promoted to General Signal Foreman, with headquarters at Huntington, effective April 16.

A. M. Weeks, formerly Estimator, has been promoted to Signal Inspector, effective April 16.

C. H. Williams has been promoted from Draftsman to Estimator, Signal Department, effective April 16.

The following men, while not changing their title, received promotions in the Signal Department during the month of April: H. W. Dunn, F. A. Roy, David Hicks, A. G. Walker, and H. G. Whittet.

(Continued on page 54)

# Sunshine From Our Patrons

(From appreciative patrons, the following letters have been received, commending the Company or individual employes for thoughtful, courteous, and efficient service.)

To R. E. Parsons, City Passenger Agent, Louisville, Ky., from Henry J. Stites, Attorney, Louisville:

"Last night, at its annual meeting for the election of officers, Lincoln Protective Club unanimously passed a resolution directing me, as Chairman of its Kentucky Inaugural Special Committee, to thank the Chesapeake and Ohio Railway, the Louisville and Nashville Railroad and the Pullman Car Lines for their joint courteous and competent handling of our special train to Washington and return, March 2 to 5. It is a pleasure to be able to testify on behalf of the personnel who made the trip that every possible safeguard was taken to insure our comfort and pleasure. I can conservatively say that there never was a better or more competently conducted trip.

"Naturally, the personnel in charge is actually entitled to the credit, so I wish especially to thank you and H. C. Green, of the Chesapeake and Ohio."

To C. Lorraine, General Baggage Agent, Richmond, Va., from Julia E. Adams, visitor at Virginia Beach, Va.:

"I think it most kind of you to have taken all the trouble you did with my trunk. I cannot imagine anyone in the North taking so much trouble and even bothering to write me about it afterwards. I shall go back

North with a very definite idea of the courtesy of Southern gentlemen."

To Harry H. Pierce, Agent, Hocking Valley Railway, Delaware, O., from Oscar Klein, Merchant, Delaware, O.:

"This is to thank the Hocking Valley for the part they played in saving my home from ruination and probably saving the life of my wife and daughter, on February 4. Our home caught on fire and I believe the cold day accounted for the fact that no one was on the street to see it. The entire roof was ablaze when a passing freight train blew its whistle to such an extent that people residing on Toledo Street ran to their front doors to investigate the excitement and seeing the thoughtful train crew pointing to our house on fire, they turned in the alarm. I shudder to think of what further damage would have occurred had not the train crew seen it and given the warning.

My father works at the Hocking Valley Roundhouse, on West Mound Street, Columbus, and I know it will please him. He is a veteran and a member of the Veterans' Association. As it was a Hocking train, he probably fired the engine as it passed through Columbus. The Engineer of the train was E. P. Copley.

"Assuring you of our great appreciation, and guaranteeing that I shall never grumble again at the whistles and noise that the trains may make, for in this case it was a great service that this crew rendered."

## Regular Attendance Urged

(Continued from page 16)

is essential, to obtain the best results, for him to be present and to support his observations with oral argument for corrective action to be taken.

Employes of each department properly look toward their Committeeman as their representative in Safety work, which should be encouraged, and to him present their own observations, even though only slight, so that he may lay them before the Committee for corrective action; thus again the necessity of his being in attendance at all meetings is stressed, as it is an established fact that personal appeal or presentation of subjects before bodies of men is many times more convincing than a mere memorandum, to be read before the assembly. The memorandum can present no arguments other than the few words it contains, whereas the Committee-

man can and does indicate by descriptive example the bad condition which he wishes corrected. Misunderstandings so often result from a written suggestion that a few words from the member presenting same would very easily correct, but without his presence the wrong conception would continue, thus a very timely suggestion would be lost unless again brought up, and in the interim a fellow worker possibly be injured.

In his capacity as a member of a Safety Committee, an officer or employe has a very important and honorable duty to perform, the conscientious fulfillment of which he owes to his fellow employes and their families, to his Company, and to himself. A most important part of such duty is regular attendance at meetings of the Committee and to be ever alert to detect and correct bad conditions and practices, to the end that many unfortunate injuries, with their attendant suffering and grief will be prevented.

# Prompt Handling of Equipment

[Reports of good performance in the prompt and speedy handling of equipment from all over the System are invited to be sent to A. T. Lowmaster, General Superintendent Transportation.]

Two foreign cars (loaded) arrived 2.15 p. m.  
Placed..... 2.45 p. m.  
Unloaded and empties sent home. 6.30 p. m.

Two foreign loaded cars arrived.. 2.10 p. m.  
Placed..... 3.00 p. m.  
Unloaded and empties sent home. 5.15 p. m.  
(Norfolk, Va., April 11)

Eight loaded cars arrived..... 7.00 a. m.  
Unloaded and released..... 2.00 p. m.  
Sent to mines..... 5.30 p. m.  
(Lynchburg, Va., April 22)

Three cars coal arrived..... 7.00 a. m.  
Placed..... 10.25 a. m.  
Released..... 11.10 a. m.  
Empties returned to mines..... 1.00 p. m.  
(Waynesboro, Va., March 25)

Consignee ordered car of coal from Ronda Mine, Kanawha District..... 10.00 a. m.  
Car loaded and moved from Handley and placed for unloading Surveyor, unloaded and released 9.30 a. m.  
(Surveyor, W. Va., March 25)

Foreign loaded car arrived and placed..... 11.30 a. m.  
Unloaded, released and empty sent home..... 1.00 p. m.

Foreign loaded car arrived and placed..... 9.50 a. m.  
Unloaded, released and empty sent home..... 2.00 p. m.  
(Hurricane, W. Va. March 27-20)

Foreign loaded car received from Sixteenth Street Yard..... 4.00 a. m.  
Placed..... 4.15 a. m.  
Released..... 6.10 a. m.  
Empty returned to Sixteenth St. 7.30 a. m.

Foreign loaded car placed..... 6.00 a. m.  
Partly unloaded by Armour & Co., pulled from their siding..... 10.30 a. m.  
Car moved out Huntington No. 92 for Charleston..... 11.30 a. m.  
(Huntington, W. Va., April 13-24)

Foreign loaded car arrived and placed..... 1.00 p. m.  
Unloaded, released and sent home 6.00 p. m.

System empty arrived and placed 1.00 p. m.  
Loaded and forwarded..... 6.00 p. m.

Foreign loaded car arrived and placed..... 1.00 p. m.  
Unloaded and empty sent home.. 6.00 p. m.

System empty arrived and placed 1.00 p. m.  
Loaded and forwarded..... 6.00 p. m.

System empty received..... 11.00 a. m.  
Placed for loading..... 1.00 p. m.  
Loaded and forwarded..... 6.00 p. m.  
(Caitletsburg, Ky., April 8-10-12-13)

Foreign car loaded with heavy machinery arrived..... 8.00 a. m.  
Placed, unloaded, released and empty forwarded home..... 11.40 a. m.  
Car on hand only 3 hours, 40 minutes.  
(New Richmond, Ky., April 23)

# Recreation

Jerome Tresnon, Sports Editor

## General Office Baseball Opening



Photos by Dementi

Top, left: Otto, Engineers', catching, and Maury, first baseman, Stats, at bat. Right: Smith, A. F. T.'s, sliding into First Baseman Belcher, Freight Traffic. Bottom, left: Mathews, pitcher for Car Accountants, at bat, with Bullock catching for Cubs. Center: J. J. Davis, left fielder for Cubs, being tagged by J. A. Davis, third baseman Car Accountants. Right: Belcher, first baseman Freight Traffic, puts Culey, A. F. T.'s, out at first.

**W**ITHOUT the customary ball-throwing ceremonies, the General Offices baseball season of 1929 was begun on April 30, before the smallest crowd of fans the opening games have drawn for years.



Jerome Tresnon

While only a handful were on hand to start the boys off, they were the regular, dyed-in-the-wool fans and made up for lack of

numbers in enthusiastic vocal support.

There will only be one league this

season, composed of six teams, and from appearances in the initial games they all look strong, which gives promise of close competition for top honors.

The teams making up the league are the Engineers, Stats, Car Accountants, Cubs, Traffics, and A. F. T.'s.

In the opening games, the Engineers defeated the Stats 9 to 5, Paul and Otto doing the battery work for the Engineers, with Bryant on the mound for the Stats and Faison receiving.

In the Cubs-Car Accountant clash the Cubs were outplayed by the Car Accountants, and lost by the score of 8 to 6. Ware, Mathews and Young handled the battery work for the Car Accountants, while

Shaw and Bullock hurled and received, respectively, for the Cubs.

The Traffic nine won handily from the A. F. T.'s in their initial encounter by the score of 12 to 3, St. Claire on the mound for the Traffics proving invincible to the A. F. T. nine. Foster ably assisted St. Claire behind the plate. The A. F. T.'s used two batteries to no avail.

All through the initial games some excellent ball was played and with a little encouragement from the officers and employees in the way of attendance at the games much improvement will be made, which will afford an afternoon's pleasure to the fan and inspiration to the players.

## Candos Win Championship

With the 1929 season divided into two halves, the Girls' Bowling Team of the General Offices had two of the closest races since the inauguration of the league. The Candos, while champions of the league by virtue of their victories in both halves, had no walk-away.

In the first half, they were pushed hard by the Catz five, 1928 champions. However, it is only fair to relate that the Catz were minus two of their regulars during this period, including Honor Wallenhorst, one of the outstanding stars of the league. This had a lot to do with their showing in the last three games of the season, which they lost to the Interlines. Their defeat to the Interlines cost them second place, and advanced the Interlines to the runner-up position.

In the second half, the Interlines continued their assault on the pins and gave the leading Candos a merry chase to the finish, the Candos winning by the narrow margin of two games. This gave the Candos undisputed title to the championship, which was well deserved.

Estelle Strange, star of the league, though handicapped during the first half of the season on account of illness, came through with flying colors in the second half to win the high single game with 124 and high average of 92.

Nora Patterson, one of the Snap-pers five, carried off the season's honors of high individual three games, with 316.

The Candos had the highest pin all for the season, with a 413 pin average, followed closely by the Catz, with a pin fall of 412 per game.

There is a saying: "The female of the species is more deadly than the male." Bowling was evidently not a game at the time this was written, as an exception would have been tacked on to read "except in bowling."

A challenge issued by the Candos, General Office Girls' champions of the duck pin league, was accepted by the Athletics, a strong contender in the Men's B Duck Pin League, and on the evening of May 3, met the champs in a three-game match to upset the writings of the above observation.

The five-girl team, composed of Misses Weeks, Fowler, O'Brien and Dawley and Mrs. Carleton, were very decisively beaten by the Ath-



*Candos, Girls Champion Bowling Team of the General Offices, Richmond, Va. Left to right, standing, Ruth Weeks, Jeanet Dawley, Martha Carleton. Sitting, Ethel Fowler, captain, and Margaret O'Brien.*

letics, composed of Miller, Markland, Gordon, Stein, Mayo, Beck and Tresnon.

The Athletics started off with a bang to win the first game by 44 pins; the champions, unable to break 400, fell down badly in their get-away.

The second game was much like the first, and also went to the Athletics, but in the third game the Candos began to hit their stride and this game was never in doubt as the champs jumped into the lead in the first box and held it the entire game, winning by 40 pins.

In justice to the Candos, however, it should be stated here that they were pitted against one of the best teams in the Men's Bowling League, and their prowess in the art of bowling cannot be denied by defeat at the hands of the Athletics.

The scores of the games follow:

Team	First Game	Second Game	Third Game	Total Pin Fall
Candos.....	390	408	422	1220
Athletics....	434	451	382	1267

## 17th Street Shops

T. F. Head, Sports Correspondent

The regular duck pin schedule was carried out at the Health Center, and the Pipe Shop rollers won three straight games from the Machinist Apprentices. The Pipe Shop boys have won the second half of the bowling season.

The Roundhouse started the season off by winning eighteen straight games, but dropped off in the last month by the loss of Happy Hattorf, their star. The Pipe Shop took the lead in April, clinching matters

on the nineteenth, with Doyle, Rennie and O'Berry leading the attack. They stand now with thirty victories and twelve defeats. The Roundhouse and Machine Shop teams finished in a deadlock for second-place honors, three games in the rear.

The Car Shop Apprentices won the first half in the duck pin league, and they rolled for the 1929 Shop League supremacy at Health Center. The team consisted of Smith, Estes, Vaughan, Reiger and Burnette, and they are the champions of the duck pin league, with Hayes also as a team mate. They rolled as follows: Smith, 575; Estes, 388; Vaughan, 271; Reiger, 506; Burnette, 377; and Hayes, 368. The Pipe Shop rolled as follows: O'Berry, 484; Doyle, 466; Nunnallie, 490; Rennie, 491, and Gasser, 455.

The new ten pin league has opened up at the Health Center, and is sure to prosper by the spirit of those going into it.

There are eight teams of horse-shoe pitching every day, and they are doing fine. Vaughan, of the Car Shops, is the best, pitching five straight ringers. Burton is also coming up good, as well as Tommy Hattorf.

In baseball, Seventeenth Street Shops teams won as follows: Car Department took O. H. Berry on for the opening game of the season Saturday, April 20. Williams got three hits out of four times up; Watson three out of six times; and Beck five out of six times at bat. The final score stood 19 to 8, in favor of the Car Department. Manager Miller expressed himself as very well satis-

fied with his team, and he expects it to come out at the top. The Locomotive team, managed by R. L. Patterson, has some very young men on it. They lost in the opening game with Fulton, 8 to 4, but they are not depressed in spirit.

At the last Health and Recreation meeting, R. L. Patterson was elected manager of the combined Seventeenth Street Shops team, with which he hopes to bring home the System championship again, as they did last year.

An Old Folks baseball team has been organized at the Shops, with Garland as manager.

The Shop Clerks closed their ten pin league April 11, with the Stores Department as winners of the second half, and the Car Shops as winners of the first half. On April 13, these two teams played the final games for the championship of the league, and the Car Shops won by 122 pins. The league closed this year with one of the best seasons they have ever had, but hope for a still better season next year. High honors for the season were as follows: Individual single game, R. M. Kee, with 259, and R. H. Boykins, close second, with 243; individual set, S. H. Vaughan, 625, and L. J. Leake, 589; team high single game, Stores Department, 913, and Car Shops, 899; team high set, Car Shops, 2,566, and Stores Department, 2,535. The Shop Clerks Ten Pin Bowling League held a bowling tournament on April 18, of doubles and singles, in which four trophies were offered as prizes. Much interest was taken by the bowlers and officials, and a large crowd of spectators were present. The doubles prizes were won by L. D. Abernathy, of the Stores Department, and C. K. Burns, of the Master Mechanic's Office. Singles prize was won by C. E. Sexton, of the Car Shops, and three-game-total prize was won by J. J. McCollum, of the Car Shops.

The Fulton Terminal Clerks have organized a six-team duck pin league to get under way by the last of April, with two teams from the Stores Department, one team from the Master Mechanic's Office, one team from the Main Street Station, one from the Yard Office, and one from the Superintendent's Office. The following captains will have charge of this league: L. J. Leake, H. J. Burkert, R. L. Austin, R. H. Boykins, A. P. Leake, W. G. Humphries, and J. A. Bawsel, league secretary.

This league consists of Clerks

only, who are not taking any part in other sports during the summer months. In the past, on closing of the bowling league, it was necessary for these Clerks to remain idle for the summer months, on account of being unable to play baseball and other sports of this kind, so they have organized this league to keep in trim when the bowling season opens. Much interest was taken by all in getting this league together.

There will be a silver cup given to the champions of this league, so a tight race for the leadership is anticipated.

## Winner of National Duckpin Trophy

Margaret O'Brien, Clerk, Richmond, Va.



Photo by Dementi

Award Won by Anna Snook

Anna M. Snook, Clerk in Office of Car Accountant, Richmond, Va., was declared trophy winner in the National Duck Pin Tournament, held in Richmond, Va., during the month of March, being the successful contestant among a picked team of twenty star rollers of the Chesapeake and Ohio Girls' Bowling Association, copping high score of 118. The



Anna Snook

trophy is a model of an attractive young bowler in silver on an ebony base.

Miss Snook, one of our most popular and attractive young ladies, is a versatile athlete, having received her athletic training as a student of Posse School of Physical Culture, Boston, Mass. Besides being a bowler of note, she also holds the state record in basketball for goal shooting, and is a member of the American Red Cross Life Savers' Association. She is the daughter of E. J. Snook, Chief Clerk to the Assistant to President, who also is an enthusiastic bowler and General Chairman of the Chesapeake and Ohio General Office Bowling Association.

## Fulton Shops

P. G. Rock, Correspondent

On April 20, Fulton Shops got off with a flying start in the Commercial League by defeating Seventeenth Street Shops by the score of 7 to 4. Fulton put across four runs in the first inning, by Durvin and Whitlock taking first on free passes and scoring on Redford's triple to center field.



P. G. Rock

Gary, the fifth man up, also took a walk, and in Rhoad's attempt to catch him going to second, Redford scored. Hall, who followed Smith, who fanned, drove a hot liner to Cousins, at second, who fumbled, Gary scoring on the play, being the fourth run to cross the plate.

Fulton put across their fifth run in the third inning, when Redford singled, Jackson, who followed, sent a hot grounder to Doyle, at third, who erred, Jackson taking second on the play, Redford going to third, the latter scoring on Smith's sacrifice.

Seventeenth Street Shops got their first runs across in the fifth inning, when Burton beat out an infield hit; Rhoads, who followed, got a walk, and both scored on Stephen's triple to center field. Seventeenth Street tallied another run in the sixth inning, when Nunallie went to first, being hit by a pitched ball, stole second, and went to third on Lutto's infield hit, scoring on Cousins' double to right field.

Fulton came back for their sixth run in the sixth inning, when Chiles singled, stole second, and scored on Durvin's drive to center field.

Fulton scored their last run of the game when Jackson hit for a double and scored on Powell's hit to left field, making a total of seven runs.

Seventeenth Street scored in the eighth inning when Chiles made a wild throw trying to catch Nunallie, who was teasing on third, Nunallie scoring on the play, making it 7 to 4, in Fulton's favor.

Fisher, of Fulton Shops, pitched a creditable game, allowing six hits and fanning twelve. Stephens, who is a promising right hander of Seventeenth Street Shops, let the Fulton team down with eight hits, fanning five. W. T. Chiles, newly-elected manager of the Fultonites, has a promising team, and assures the Fulton fans a victory for 1929.

Seventeenth

St. Shops. 0 0 0 0 2 1 0 1 0—4  
Fulton

Shops. . . . 4 0 1 0 0 1 1 0 x—7

Summary: Two-base hits—Jackson, Cousins. Three-base hits—Redford, Stephens. Hit by pitcher—Nunallie. Struck out: By Fisher—12; By Stephens—5. Base on balls: Off Fisher—8; Off Stephens—4.

## Newport News-- Norfolk Division

M. S. Hussey, Acting Associate Editor

Rain and cold weather put a stop to sports at Newport News during the past month. The baseball team has not been able to hold a real practice as yet, though the squad did have a light workout some time ago, even if it was necessary to wear an overcoat to keep warm.

The diamonds, recently scraped and rebuilt, have been a sea of mud, and baseball has taken a temporary halt in the face of wintry blasts and chilly downpours.

The first game, scheduled to be played some time ago, was cancelled. Morrison High School was scheduled to be the Railroaders' opening bid. Besides this, a fracas with the Original Club was cancelled, due to inclement weather.

Nevertheless, the Railroad team from Newport News has on schedule a few games that will give it considerable practice before the System season gets under way. If the weather man permits, News will clash with the 49th Aero Squad-

ron, of Langley Field, some time within the next few days.

Teams that desire games with the News outfit will please get in touch with Manager Jeff Davis, care of Yard Office, at this point.

Capt. E. A. Cooke has been re-appointed chairman of the local Health and Recreation Committee, and his choice for the new committee leaves the old one intact, except with one or two changes in the personnel.

Capt. Jeff Davis is to manage baseball.

At the Committee meeting for April, Tommy Clayton appeared in behalf of the baseball team and discussed with the committeemen various items that concerned that sport.

## Russell, Ky.

E. R. Kincaid, Associate Editor

The Russell bowling season came to a close on Tuesday, April 9, when the Superintendent's Office and Business Men's teams bowled five games for the championship of the league for the past season, the Business Men having won the first half of the bowling schedule and the Superintendent's Office having won the second half.

At a recent meeting of the team captains of the various bowling teams which make up the Chesapeake and Ohio Bowling League, at Russell, it was decided that the Superintendent's Office and Roundhouse teams would bowl a series of four best-out-of-seven games in order to decide which of these teams should be declared the winner of the second half. The Superintendent's Office defeated the Roundhouse team four games in succession, consequently they were challenged to bowl off a championship series with the Business Men's team, which had won the first half.

A large and enthusiastic crowd was on hand to cheer for their respective teams, and all the fans were rewarded for their attendance, as five of the most interesting and hotly-contested games of the entire season were bowled. The Superintendent's Office team defeated the Business Men three games out of five.

Timber Jim Bradley bowled high score for the business men, and Q. C. Wiseman, Secretary to Superintendent, bowled high score for the

Superintendent's Office, although he was followed up closely by Bill Callon, his team mate.

## Clifton Forge

C. L. Long, Sports Correspondent

A very important meeting was held by the Health and Recreation Committee in the Library Room of the Y. M. C. A., on April 2, 1929.

The object of this meeting was to discuss and formulate plans for the various activities for the coming season at this point. This meeting was a great success and much interest was shown by all, and it is predicted this year will be one of the best ever had in the Health and Recreation work.

It is the intention to organize a twilight baseball league, consisting of four teams, which will afford enough teams so that everyone will have an opportunity to play on one of the four. These teams will work out a schedule and will play as many as two games each week and by working it this way it will provide ample amusement for the employees. There will also be other activities on the ground for those who do not care to participate in baseball, such as horse-shoe pitching, tennis, and trapshooting.

The members of the Clifton Forge Chesapeake and Ohio Gun Club held a meeting on Friday night, April 12, to discuss plans for the betterment of the gun club for the coming season. This gun club is one of the best on the System, and has a total membership of forty members. At this meeting, it was decided to hold a contest between the members of the club. Beginning Thursday, April 18, the gun club will shoot on the first and third Thursday of each month, beginning at 4 p. m., until November 7.

A silver cup, inscribed "Champion of the Clifton Forge Chesapeake and Ohio Gun Club, Season 1929", will be awarded the member who has shot 200 times or more, having the highest score at the end of the season. At each and every shoot held, a box of shells will be awarded to the one making the lowest score. From the members of the gun club, there will be five selected to represent the Clifton Forge Club at a Chesapeake and Ohio System elimination tournament.

The Chesapeake and Ohio Grays are ready for any baseball club on the Chesapeake and Ohio System.

They are ready at home, or will meet any team on its own diamond. Joe Reid, Manager, says: "We will give city expenses and 60-40, and will take the same anywhere as we are the champions of the Chesapeake and Ohio Railway. We have won our opening game with Charlottesville, 7 to 5.

"We are asking all the Chesapeake and Ohio teams to write Joe Reid, 920 Railroad Avenue, Clifton Forge, Va. We thank the Recreation Committee for all the favors they have shown us in the past.

## Huntington, W. Va.

J. A. Ewing, Sports Correspondent

### Tennis

The courts of the Cando Tennis Club, of Huntington, are now in perfect condition, thanks to Fry Stone, Grounds Chairman, and several of the early enthusiasts have been on the ground to get in condition, namely Myers, Mayor, Gayle, Power, Fry Stone, Art Stone, Crismond, Wilkes, Ewing, and several others.

This club anticipates a very successful season this year. A club tournament probably will be arranged during the latter part of May or the first part of June. Several matches with other points along the Chesapeake and Ohio System are being arranged for, namely, Richmond, Russell, Ashland, Newport News, and others.

Quite a bit of new blood is being taken into the club this year, and last year's team members will have to improve if they expect to represent the club during this season. The old team of Sam Johnson, Joe Myers, Mutt Kibler, Windy Gayle, John Ewing and Charley Price will all be out to try to hold their own this season, but the dope is against them holding their places. The ambition of every member of the Cando Tennis Club is to beat Sam Johnson, who is the ace of the Chesapeake and Ohio tennis players on the Western General Division. Although Sam has not been out yet this season, he hopes to be much improved, as he played hand ball all winter and thinks that this will enable him to keep his eye on the ball better.

## Bowling

The standing of the teams of the Clerks' A Bowling League is as follows:

Team	Won	Lost	Per.
Stores No. 1.....	69	15	.822
Mechanical Department..	62	25	.713
Freight House No. 1.....	61	26	.701
Zone Bureau.....	57	27	.679
Division Offices.....	56	28	.667
Shop Timekeepers.....	43	38	.531
Superintendents.....	42	45	.483
Stores No. 2.....	32	55	.368
Car Department.....	31	56	.356
General Superintendents..	29	58	.333
Sixteenth St. Yard Office..	28	59	.322
Freight House No. 2.....	4	83	.005

The bowling season is almost over now, and it seems quite certain that the Stores No. 1 team will finish in first place, the position it held during the greater part of the season.

There is quite a spirited race for second place, though, and either of four teams might finish there, and it would be quite a job to pick the second placers until the final game of the season has been bowled.

The prizes that will be given the highest-average men of the league are about sewed up, as Straley, with 181; Harding, with 177, and Hopkins, with 176, are not apt to be passed, although Callahan, Mestel, Wilkes, Shughrou, and Weik are still in the race.

## Huntington Shops

Ray C. Spaulding, Sports Correspondent

### Baseball

The Shops baseball league opened the season Wednesday, April 17, with the Electric Shop and the Apprentice Boys playing. The Apprentice Boys won the game by the score of 9 to 4. There was a large crowd out to make the opening game a success.



Ray C. Spaulding

On Thursday, April 18, the Boilermakers defeated the Pipe Shop by the score of 3 to 2, with Shaffer pitching for the Pipe Shop and Collins pitching for the Boiler Shop. The Boilermakers have been winners for the last two seasons in the baseball league, and with a start like this in the league, they will be hard to beat for first position.

The Shop road team, playing in

the City League, opened the season with the Pool Music Company Monday, April 22, the game being called in the seventh inning on account of darkness. The score was 1 to 1.

## Bowling

The Shops bowling team, in the City League, won the championship by a margin of nine games. The team took the lead in the first part of the season and was in first place during the remainder of the season. The following bowlers were on the team: Fred Owens, captain; H. McGinnis, L. H. Theen, Pipefitters; H. M. Clements, Electrician, and H. Shepard, Machinist.

## Duck Pins

The Duck Pin league is making good headway, with plenty of action, with only six more games to be played. The following is the standing of the teams up to April 24:

Team	Won	Lost	Per.
Boiler Shop.....	11	4	.733
Pipe Shop.....	11	4	.733
Downey's Specials.....	10	5	.667
Link Gang.....	9	6	.600
Steel Cars.....	8	7	.533
Has Beens.....	6	9	.400
Mallet Shop.....	3	12	.200
Wood Cars.....	2	13	.133

The Shops Health and Recreation Committee has elected the following officers to serve for the year of 1929:

E. F. Pollock, Chairman; W. H. Healey, Vice-Chairman; H. Moreland, Secretary; Jack Gillespie, Treasurer; E. Hurlbert and C. E. Hinkle, Trustees.

R. A. Fleming, Boilershop Champion checker player of West Virginia and the Tri-State region, challenges any employee of the Chesapeake and Ohio and Hocking Valley Railways, at any time and any place, for a contest game. Anyone interested may write to Mr. Fleming, or to Mr. E. F. Pollock, Chairman, Health and Recreation Committee, who will arrange the match.

## Reclamation Plant

L. W. Ross, Correspondent

"The batteries for today are—, etc." is a cry that all of the sports fans of Barboursville love to hear. They have had their thrill several times so far this season. Barboursville Chesapeake and Ohio Team No. 1 has played three exhibition games, one a tie, one lost, and the other was won. Two of the games were with the fast Morris-Harvey College team, one of which was lost

by a margin of one run and the other was a 0-0 tie. The third was with the Huntington Office team.

Barboursville is looking forward to the Inter-System Championship Contest in baseball, with high hopes and expectations. The 1928 team, which won its way to the semi-finals, is intact, with the addition of three players, two pitchers and an infielder. With the addition of the two pitchers, Barboursville now has a pitching staff of four right-handers and two southpaws, all of whom have speed, change of pace and twisters galore. The coming of the infielder has allowed the management to change the outfield which now boasts of three hard-hitting, left-handed ball hawks. A ball knocked to the infield—well, "batter out". No question about it.

The five games played in the local Reclamation Plant league have been such that a very interesting season can be predicted. All of the teams are very well matched, and no one team is going to have an easy time winning the 1929 pennant.

## Ashland, Ky.

L. W. Hart, Sports Correspondent

The bowling season closed on March 25. This has been one of the most successful seasons of the Ashland Chesapeake and Ohio Bowling League.

Several good records were made, such as Jimmy Walker averaging 180, plus, for a period of 78 games; a single game of 267, by C. C. Cartwright, and a three-game total of 664, by Sam Mester.

The Zone Accounting Bureau won the silver trophy presented by Camayo Arcade for league leaders, while Division Freight and Master Mechanic Offices were close as runners-up.

Of the 87 bowlers participating in our Chesapeake and Ohio League, 32 finished with averages above 150.

The season resulted as follows:

Team	Won	Lost	Per.
Zone Accounting Bureau .	63	18	.778
Division Freight Office...	60	21	.741
Master Mechanic's Office.	57	24	.704
Yard Department.....	47	25	.653
Freight Office.....	42	39	.519
Freight Warehouse.....	40	38	.513
Superintendent's Office...	39	39	.500
Zone Revision Bureau....	22	53	.293
Stores Department.....	16	65	.198
District Engineers.....	7	68	.093

### HIGH THREE-GAME TEAM SCORE

Yard Department.....	2734
Superintendent's Office.....	2625
Zone Accounting Bureau.....	2615

### HIGH SINGLE-GAME TEAM SCORE

Yard Department.....	966
Zone Accounting Bureau.....	964
Division Freight Office.....	950

### HIGH THREE-GAME SCORE

Mester.....	664
Walker.....	658
Orr.....	618

### HIGH SINGLE-GAME SCORE

Cartwright.....	267
Orr.....	255
Mester.....	253

# The Hocking Valley Health and Recreation Notes

Frank Miller, Sports Editor

The most successful dance yet sponsored by the Columbus Health and Recreation Association was held at the Knights of Pythias Hall on the evening of



Frank Miller

April 18. The music, furnished by the Hocking Valley Trowel Club Orchestra, was well received by the capacity crowd attending. J. Joplin, in charge of arrangements for this dance, should feel proud of the results of his labor.

The Hocking Valley Stores basketball team, champions in the city intramural tournament, lost to the Pennsylvania No. 1 team in the finals of the city railroads tournament. Teams representing the Norfolk and Western, New York Central, Pennsylvania, and Hocking Valley Railways staged a fine set of contests, and the Pennsy boys came out with the laurels.

These two local Hocking Valley bowlers copped the doubles at Richmond, Va., in the System bowling tournament; Shultz and O'Donnell rank one-two among the regular bowlers in the General Office League. Shultz has been falling off a little in his bowling of late, owing to an injured thumb.

The Comptroller five in General Office League No. 3 are at present leaders, with a two-game advantage. All members of this team were strangers to this favorite indoor pastime until recently, and their fine spirit may lead to a championship. We hope to be able to say a few words about their conquest in the next issue, because they say it's a bad omen to count ahead.

In Shop League No. 1, Krause has displaced Regg as individual leader, with an average of 176, two pins in front of Dutch. The Smiths are leading this league and bid fair to finish the season in first place.

With the basketball season finished, and bowling on the wane, the baseball season and recreation ball players are getting ready for action for the summer campaign.

Jerry Simpson, long an active participant in recreation, has been given an opportunity to show his wares as a manager. He will have charge of the General Office entry in the Capital City Recreation Ball League.

Ike Myers, in charge of General Office baseball for the coming season, has been playing ball for quite a long time, and his knowledge of the game should enable him to handle the job in fine shape.

The Hocking Valley Golf Club is using the Dublin course this season and members are entitled to the reduced rates.

The headpin tournament, to be held at Adams' Palace May 4 and 5, promises to be a big affair. Merchandise prizes donated by various merchants will be given to high scorers.

## Mound Street Shops

Floyd O. Wright, Correspondent

The basketball team representing Mound Street Shops in the Columbus Industrial League No. 5 are the proud winners of the championship in that division, which entitles them to enter the city elimination series. This team was organized and managed by M. R. Ream, Machinist, who is very active in sports at Mound Street Shops. Hamilton, at forward, and Izeman, at guard, contributed largely to the success of the team by their stellar perform-

ance throughout the season, while the splendid floor work of S. Ehrman and G. Roberts left little to be desired in this department, and, last but not least, the fine work of Rinehart, at center, received much comment, although he was handicapped by injuries at the start of the season. These games were played on Wednesday evenings, at the Pilgrim School, and were well attended by an enthusiastic body of fans. This team won eleven contests and lost one, while their closest competitor finished with nine wins and three losses.

## Fostoria, O.

J. C. Harriman, Associate Editor

At a mass meeting of employes, held on April 16, the following were elected to serve on the Committee in charge of Health and Recreation for the coming year: General Chairman, Fred Ort; Secretary, Robert T. Keifer; Treasurer, A. B. Hollenbaugh; Baseball and Recreation Ball, Ira Ballinger and Kyle Johnson, Managers; Oliver O'Hara, Captain; Bowling, R. R. Green, C. E. Griffin, A. F. Plantz; Basketball, B. M. Vance, R. T. Keifer, H. J. Spangler. Trap shooting was discussed and several members expressed the desire to organize a team for this phase of Recreation work. The lovers of the ancient Scotch game, golf, were heard from, but no committee was appointed. Horse-shoe pitching, E. C. Snouffer, Joseph Thum, C. B. Hitchcock; Tennis, Kyle, Johnson, Francis N. Hutchins, G. E. Gilliland. The meeting was very enthusiastic, and plans are being made for a dance to be given May 3 to raise funds.

## Marion, O.

John J. Zuck, Correspondent

Lloyd Augenstine and Dana Kirts were elected manager and captain respectively of the Marion Recreational Ball Team for the year 1929 at a meeting of the Health and Recreation Committee held at Marion on April 1. Committees were elected to handle each separate line of recreational activity, in addition to the general committee, which is composed of the Chairmen of the different Committees. Lloyd Augenstine was elected Chairman of the General Committee and Chairman of the Baseball Committee. Other members of the Baseball and Recreation Ball Committee are Ru-

ben Gruber and Gilbert Gilmore. The members of the Bowling Committee are Ray Bishop, Chairman; Paul Leser and Harry Gorenflo. The Basketball Committee is composed of the following Committee-men: Harold Wolfe, John Griffith and Alva Saunders, and the Horse-Shoe Committee of Jesse Woods, Mickel Reardon and Alva Saunders. The members of the General Health and Recreation Committee are Lloyd Augenstine, Chairman; Harold Wolfe, Ray Bishop, Paul Leser and Jesse Woods; Earl Sargent, Treasurer, and G. Gilmore, Secretary. Marion expects to have a team in the local Industrial Recreational Ball League during the coming season, and a team in the basketball league this Fall, in addition to having a Hocking Valley Bowling League again next season, composed of at least eight teams and probably more. We also expect to have a horse-shoe-pitching diamond where all those who care to play barnyard golf may enjoy themselves. Efforts are also being made to organize a trapshooting team for those who may be interested in this line of sport.

## Toledo, O.

J. W. Conroy, Sports Correspondent

### Bowling--Office League

Walbridge Freight leads the Office League, with 77 wins and 7 defeats.



J. W. Conroy

The Switchmen are in second place, with 72 wins and 12 defeats, while the Enginemen No. 1 are in third position, with 70 wins and 14 defeats.

Clem Meiring leads the individual average list, with a fine 190. H.

R. Bushing is in second position, with 188, while Emmie Taylor has dropped into third position, with 187.

Walbridge Freight has high three games, with 2,803, and also high team single game, with 1,024.

Frank Lehnert collected an even 600 count in strings of 167, 188, and 245. Roy Bushing shot a fine 655, for high three-game honors.

The 200 rollers were Klotz, 225; Emmie Taylor, 203; Frank Leh-

nert, 245; Clem Meiring, 201 and 233; Mike Daley, 245 and 203.

Ivah Robinson leads the ladies, with 200 for high single-game honors.

Myrtle Merrill collected a fine 497 count, which was high among the ladies for three games.

Mary Dartt leads the individual-average list among the ladies, with 134. Myrtle Merrill is in second place, with 132, and Ivah Robinson holds down third place, with 131.

## Dock League

Team No. 2 leads the team-average list, with 67 wins and 17 defeats. Team No. 6 is in second place, with 65 wins and 19 defeats, and Team No. 1 is in third place, with 59 wins and 25 defeats.

H. McKinney leads the individual-average list, with 173. Roy Carsner is in second berth, with 170, while John Christman has pulled into third spot, with 164.

Roy Carsner has high individual game, with 270, and also high three-game honors, with 648.

Dock Team No. 2 has high three-game honors, with 891, while No. 3 shot 2,599 for high three-game honors.

The 200 rollers are H. McKinney, 212, 231, and 232; Will Heverly, 202; Herb Kohn, 222; Roy Carsner, 209; B. Morrison, 211; F. Hahn, 201; Walter Rollo, 200; Carl Brown, 232; B. Whittier, 215.

## Gun Club

Samuel O. Carr was elected Chairman of the Gun Club. Mr. Carr will arrange a prize shoot, which will take place within the next week or ten days.

## Baseball

Michael Newman has been elected Chairman of Baseball for the coming season. Mr. Newman is at work drawing up schedules for a six-team league, which is in the making.

## Health and Recreation Department

The following officers were elected at a meeting held in the basement of Hagerty's Interurban Alleys, on April 1: Frank J. Lehnert, General Chairman; Bernard J. Baker, Sub-Chairman; Ivah Robinson, Secretary-Treasurer; Leroy D. Tipton, Chairman Bowling, and James E. Taylor, Chairman Basketball.

# Co-operative Committee Meetings

## Cincinnati Division

The Cincinnati Division Committee met March 15, at the Railroad Y. M. C. A., Covington, Ky. Those in attendance were:

Mate Rummell, Chairman; E. M. Hinkle, Vice-Chairman; L. J. Grober, Secretary; A. E. Bittiers, Assistant Secretary; W. S. Taylor, Superintendent; E. G. Eshelman, Assistant Trainmaster; A. G. Ireland, Chief Clerk to Superintendent; W. W. Shelton, Road Foreman of Engines; B. Baumgartner, Yard Conductor; L. E. Grober, Road Brake-man; F. M. Griffith, Supervisor of Bridges and Buildings; H. L. McCutcheon, Assistant Division Engineer; F. J. Huffmeier, Road Conductor; P. T. Lawson, Yard Brakeman; H. N. Walters, Assistant Superintendent; J. H. Arthur, Supervisor Track; W. J. Neal and A. E. Hannes, Trainmasters; D. F. Ramsey, Supervisor Track; G. W. Greenert, Chief Train Dispatcher; D. Hubbard, Division Engineer; E. J. Rohr, Supervisor of Bridges and Buildings; J. A. Rohr, Bridge and Building Foreman; C. W. Rowan, Extra Force Foreman, and E. Mitchell, Fireman.

Visitors: R. B. Grier, Assistant Cost Engineer; J. R. Dawson, Safety Inspector; U. G. Vannatter, Conductor, and L. C. Glassmeyer, Secretary, Y. M. C. A.

Election of officers resulted in L. J. Grober, Road Foreman, becoming Chairman; F. J. Hoffmeier, Vice-Chairman; Burt Baumgartner, Secretary, and A. E. Bittiers remaining Assistant Secretary.

## Ashland Division

The Ashland Division Co-Operative Committee met in the Meeting Room, Passenger Station Building, Ashland, Ky., March 26, with nine visitors and the following members in attendance:

E. A. Swartz, Agent, Chairman; W. B. Ferguson, Operator, Vice-Chairman; F. J. Duesler, Clerk, Secretary; G. E. Kleykamp, Secretary to Superintendent, Assistant Secretary; J. B. Harris, Superintendent; L. F. Cabell, Terminal Trainmaster; W. A. Mordica and H. C. Marrs, Assistant Trainmasters; J. S. Stewart, Assistant Terminal Trainmaster; E. J. Lilly and E. A. T. Watkins, Trainmasters; R. W. Mumford, Division Engineer; W. M. Greene and C. H. Womack, Road Foremen of Engines; H. M. Irwin, Chief Train Dispatcher; F. A. Burns, Assistant Chief Dispatcher; A. W. White, Assistant Division Engineer; A. D. Agnew, Supervisor of Bridges and Buildings; Charles Price, Section Foreman; T. P. Owings, Train Dispatcher; T. P. Beard, Agent; M. Ratliff, Operator; J. Q. Steele, Brakeman; C. P. Graham, Engineer, and J. G. Gilley, Assistant Division Engineer.

## Russell Division

A meeting of the Russell Division Co-Operative Committee was held in Committee Room, Superintend-

ent's Office Building, April 8. Besides the following members, eight visitors were present:

J. R. May, Conductor, Chairman; George Duncan, Yard Brakeman, Vice-Chairman; John S. Hill, Chief Crew Caller, Secretary; W. C. Peggins, Chief Clerk, Assistant Secretary; F. W. Patton, Yard Conductor; R. E. Powell, Yardmaster; O. W. Stennett, Car Foreman; J. A. Smith, Yard Brakeman; D. E. Arthurs, Extra Force Foreman; Ray Duvall, Signal Maintainer; A. C. Fosson, Engineer; S. E. Reed, Section Foreman; E. E. Wilburn, Signal Maintenance Foreman; E. E. Collins and L. C. Roberts, Assistant General Yardmasters; A. W. Osborne, Assistant Terminal Trainmaster; H. L. Meadows, General Yardmaster; W. M. Myers, Agent; A. S. Morgan, General Secretary, Y. M. C. A.; C. R. Callihan, Assistant to Terminal Trainmaster; W. S. Butler, Superintendent; J. C. Dodgion, Terminal Trainmaster; S. I. Williams, Engine Carpenter Foreman; C. A. Milem and H. E. Bess, Assistant Road Foremen of Engines; L. J. Drumeller, Assistant Division Engineer; E. T. Campbell, Division Storekeeper; C. T. Lamblin, General Track Foreman; J. S. McConihay, Yard Conductor; J. P. Williams, Assistant Yardmaster; P. K. Thompson, Signal Maintainer, and C. C. Warren, Assistant Section Foreman.

## Huntington Division

A meeting of the Huntington Division Co-Operative Committee was held at Huntington, W. Va., April 25, with twenty-three visitors and the following members present:

T. E. Taylor, Agent, Chairman; L. B. Walker, Yard Conductor, Secretary; B. S. Wilkes, Secretary to Superintendent, Assistant Secretary; M. I. Dunn, Jr., Division Engineer; A. R. Thompson and J. J. Callahan, Road Foremen of Engines; M. R. McNeer, Chief Dispatcher; H. B. Persinger, Claim Agent; G. P. Gibbs and C. S. Loudon, Trainmasters; J. R. Roycroft and G. R. Armstrong, General Agents; William Smith, Traveling Conductor; S. E. Dearien and E. M. Green, Terminal Trainmasters; W. S. Perry, Assistant Trainmaster; Harry Shelton, J. L. Mullen, and G. B. Ramsey, Firemen; C. T. Hughes and J. P. Saunders, Yard Conductors; P. J. Mullen, Pat Goodwin, and D. B. Smith, Conductors; O. A. Copenhaver, Traveling Fireman; A. H. Nagle, W. H. Harrell, and A. J. Carnohan, Engineers; H. A. Davin, Assistant Superintendent; R. L. Kittredge, Assistant Division Engineer; R. N. Lynch, Assistant Trainmaster; F. S. Workman, Assistant Chief Dispatcher; S. R. Thompson, Supervisor of Signals; H. E. Webb, Superintendent; C. H. Doeblar, Assistant Master Mechanic; W. B. Gibson, General Yardmaster; H. H. Craven, Yard Brakeman; W. Gilbert, Assistant General Yardmaster;

C. T. Hughes, Yard Conductor, was elected Vice-Chairman at this meeting. H. E. Webb, Superintendent; C. H. R. Howe, Assistant Cost Engineer, of Richmond, and T. F. Barton, General Master Mechanic, addressed

the meeting on Co-Operation and Safety, while shorter talks were made by E. M. Green, Terminal Trainmaster; R. L. Thompson, General Signal Foreman; T. E. Taylor, Agent; M. I. Dunn, Jr., Division Engineer; R. L. Kittredge, Assistant Division Engineer; D. K. Roll, Supervisor Signal Construction; H. B. Fox, Engineer, and R. N. Lynch, Assistant Trainmaster.

## Hinton Division

A meeting of the Hinton Division Co-Operative Committee was held in Rotary Hall, Hinton, W. Va., April 13, with seven visitors and the following members present:

F. C. Utterback, Engineer, Vice-Chairman; T. J. McCarthy, Brakeman, Secretary; H. C. Hale, Chief Clerk to Superintendent, Assistant Secretary; C. E. Beasley, E. V. Rogers, and G. O. Wood, Firemen; J. B. Corley, Yardmaster; R. Nichols, Relief Agent; J. A. Brackman, Train Dispatcher; W. A. Cutts and J. B. Shelor, Conductors; A. L. McDaniel and H. F. Lindsay, Engineers; C. B. Landreth and H. R. Robinson, Brakemen; A. A. Addleman, Agent; Mrs. G. M. Diefenbach and H. A. Pfadt, Operators; T. E. Hanifin, Chief Train Dispatcher; A. H. Glass, Traveling Fireman; J. M. Gooch, Assistant Trainmaster and Road Foreman of Engines; W. L. Glass, Road Foreman of Engines; J. E. Hogan, Assistant Division Engineer; H. M. Church, Division Engineer; G. W. Robertson, Master Mechanic; J. C. Huddleston and L. C. Houchins, Assistant Trainmasters; B. T. Corker, Terminal Trainmaster; W. T. Lipscomb, Trainmaster, and H. T. Brown, Superintendent.

The March meeting of the Hinton Division Committee was held the sixteenth, with twenty-six members and thirteen visitors present.

Practically every one present made a brief talk on co-operation, its growth and accomplishment on the Hinton Division.

## Miami Booster's Club

The regular meeting of the Miami District Boosters' Club was held at Boston, Ind., April 3, with R. C. Hart acting as Chairman. Members present were:

R. C. Hart, A. E. Eastin, John Marino, and B. J. Barker, Section Foremen; A. J. Schini, Agent and Yardmaster; Ed Flood and J. Merrell, Yard Conductors; W. E. Williams, Car Repairer; E. J. Eastin, Track Supervisor; Thomas Carroll, H. A. Carrico, E. R. Purdy, and W. R. Bymaster, Switchmen; C. C. Hasecoster, Cashier; F. R. Moore, Operator; S. L. Clark and O. A. Hopper, Conductors; R. H. Atkinson, C. F. Brater, and E. W. Kuntz, Brakemen; H. G. Mull, G. W. Benedict, E. Hammitt and W. C. Howard, Firemen; H. E. Cain, Agent, Okana, O.; B. L. Schulze, Agent, Economy, Ind.; E. L. Young, Agent, Fernald, O.; J. P. Rite, L. L. McCue, and C. G. Longnecker, Engineers; C. A. Blair, Ticket Agent; C. J. Kauffman, Agent, Kitchell, Ind.; Frank Farmer, Roundhouse Laborer; V. M. Overholser, Hostler; W. H. Johnson, Yardmaster; R. J. Ulm, Machinist, and J. H. Knox, Assistant Trainmaster.

# Faithful unto Death

"Is it not a beautiful fancy  
This sunset thought of mine,  
That the gates of heaven are always  
Open at the day's decline;  
That those whose day is ended  
Of earthly woes and ills  
Have passed to the morning's brightness  
That shines on heavenly hills?"

## William Thomas Wright

William Thomas Wright, Section Foreman, Fowlerton, Ind., died at the Clifton Forge Va., Hospital, March 26. Mr. Wright was born at Rocky Point, Va., October 14, 1889. He entered the service of the Chesapeake and Ohio on the James River Division in 1907, and transferred to the Chicago Division as Extra Gang Laborer on August 1, 1912, where he served in various capacities until his promotion to Section Foreman, September 12, 1922. He is survived by his widow and two sons, Willard, aged twelve, and Bernard, aged nine; also his father, five brothers and five sisters. Mr. Wright was a devoted member of the Wesleyan Methodist Church. Funeral services were conducted in the High Bridge Church, Va., by the Rev. Mr. Murray, Pastor of the Missionary Baptist Church, of Buchanan, Va., and interment was made in High Bridge Cemetery, beside his infant son.

## Wilbur Chriswell

Wilbur Chriswell, Bridge and Building Foreman, died at his home, 275 West Second Street, Peru, Ind., March 24, at the age of sixty-two years, following a heart attack. Mr. Chriswell was born at South Whitley, Ind., September 10, 1866, and had been a resident of Peru for the past thirty years. He entered service on the Chicago Division October 7, 1910, as Bridge and Building Foreman. He was a member of the I. O. O. F. Lodge, the Railway Relief Association, and the United Brotherhood of Maintenance of Way Employees. Funeral services were conducted at the residence, March 26, by Rev. A. H. Backus, of the Methodist Episcopal Church, and by the I. O. O. F. Lodge, and burial was made in Mount Hope Cemetery. His widow and two sons survive.

## John M. Hiteshew

John M. Hiteshew, Fireman, Peru, Ind., died March 25, at the Wabash Employees' Hospital, Peru, Ind., following an operation. Mr. Hiteshew was born in Peru March 25, 1898. He entered the service of the Company in August, 1917, in the Stores Department, and served in various capacities until his death. He is survived by his widow, two daughters, a sister, Mrs. F. M. Philabaum, wife of Storekeeper, Peru, Ind., and a brother. Funeral services were held from the Christian Church, of which he was a member, and burial was made in the Mount Hope Cemetery, Peru, Ind., March 28.

## Milo J. Alspach

Milo J. Alspach, Car Repairer, Peru, Ind., died April 22, at the Wabash Employees' Hospital, Peru, from a heart attack suffered while on duty. Mr. Alspach had been in the employ of the Company since July 2, 1912, having entered the service in the Mechanical Department at Peru. He was a member of the First Baptist Church, I. O. O. F. Lodge, the Modern Woodmen, and the Brotherhood of Railway Carmen, Local No. 466. Funeral services were conducted from the Baptist Church, April 25, and interment was made in Mount Hope Cemetery. Besides the widow, two sons survive. A brother, E. E. Alspach, is employed as Car Repairer at Peru.

## William D. Boyer

William D. Boyer, Conductor, died at his home, in Silver Grove, Ky., Sunday, March 31. Mr. Boyer was born in Portsmouth, O., July 20, 1863; entered the service of the Chesapeake and Ohio August 9, 1889; was promoted to Conductor November 18, 1891, in which capacity he served until the time of his death. Surviving are his widow, Mrs. Elizabeth Boyer, Silver Grove, Ky.; two daughters, Mrs. William Rice, Silver Grove, Ky.; Mrs. B. H. Detter, Cincinnati, O.; three sons, Glen and Clifford, Silver Grove, Ky., and Walter A. Boyer, Russell, Ky. Funeral services were held April 3, at the Silver Grove Baptist Church, and interment was made in Evergreen Cemetery, Southgate,

Ky. The Masonic Fraternity, of which he was a member, had charge of the funeral. He was also a member of the Order of Railway Conductors.

## J. A. L. Bailey

J. A. L. Bailey, Traveling Claim Adjustor, Richmond, Va., died at the Company Hospital, Clifton Forge, Va., April 16. Mr. Bailey had been with the Chesapeake and Ohio nearly nineteen years, having entered service in the Freight Claim Department in 1910. For several years, he was Claim Investigator and later Traveling Claim Adjustor. His duties covered the eastern section of the Company's lines and he was widely known. He is survived by his widow, Mrs. Lynda Trower Bailey. Funeral services were held from the home of C. A. Trower, Mrs. Bailey's father, 4102 Newport Avenue, Norfolk, Va., April 19, and interment was made in Forest Lawn Cemetery there. The Rev. George Wesley Jones, D. D., of the Methodist Church, conducted the funeral, and members of Atlantic Lodge No. 2, A. F. and A. M., of the Masonic order, attended the services in a body, and conducted their ritual at the grave. Mr. Bailey, at one time, was Associate Editor on the MAGAZINE Staff.

## Henry E. Sheppard

Henry E. Sheppard, retired Passenger Conductor, died at his home, in Beverley Hills, Cal., April 17, from heart trouble. Mr. Sheppard was born at Gallipolis, O., January 6, 1860; entered service as Brakeman, Toledo Division, July 9, 1883, and retired on pension December 1, 1925. He is survived by his widow, son, Harry, and daughter, Mrs. Michael O'Rourke, and three grandchildren, all residing in Beverley Hills.

## Albert M. Smoot

Albert M. Smoot, Carpenter Foreman, Toledo Division, died April 3, at his home in Lancaster, O., from pneumonia. Mr. Smoot was born August 28, 1863, at Sugar Grove, O. He entered the service of the Company January 14, 1904, as a Carpenter and served in this capacity until promoted to Carpenter Foreman May 1, 1906.

He is survived by his wife, one son and one daughter. Funeral services were held at the home, Saturday, April 6, and burial was made in Lancaster.

### James H. Hatcher

James H. Hatcher, Tool Room Attendant, Clifton Forge, Va., died April 13, at the age of seventy-four years. Mr. Hatcher entered the service of the Chesapeake and Ohio as Oil House Keeper, in 1888. He was a member of the Veterans' Association. He is survived by one son, H. N. Hatcher, Machinist. Funeral services were held at the home, on Church Street, conducted by his pastor, the Rev. J. Paul Tyler, of the Central Methodist Church, in which church Mr. Hatcher served as a steward for many years. Interment was made in Crown Hill Cemetery.

### Thomas A. Williams

Thomas A. Williams, veteran Baggage-master, Clifton Forge, Va., died November 25, after an illness of several months. Mr. Williams had been in the employ of the Company for nearly forty years. He is survived by his wife, three daughters, one son, and six grandchildren. He was a consistent member of the Methodist Church, from which the funeral was held. The Brotherhood of Railway Trainmen attended the funeral in a body.

### William J. Fox

William J. Fox, Engineer, died at the Clifton Forge, Va., Hospital March 30, after a short illness. He was about forty-nine years of age, and was widely known, his run being between Clifton Forge, Va., and Hinton, W. Va. He is survived by his wife, four sons, and two daughters. Funeral services were held from St. Joseph's Catholic Church, March 1.

### Robert Hansford Cooke

Robert Hansford Cooke, Fireman, Norfolk, Va., died in the hospital, in Norfolk, March 31, at the age of sixty-six years. Mr. Cooke was born in North Green, New Kent County, Va., in 1863, the son of Captain William C. and Octavia W. Cooke. He was a veteran of forty-three years' service with the Company as Engineer and Fireman. Prior to 1922, he fired on the main-line run from Newport News to Richmond, Va., then was sent to Newport News Yard, where he remained for five years before transferring to Norfolk. He is survived by his wife, Mrs. Mary Louis Cooke, a

daughter, Mrs. Walter C. Weygandt, of Norfolk, Va.; a son, Robert W. Cooke, of Baltimore, Md.; a sister, Mrs. Cora Elizabeth Smith, of Richmond; a brother, Emmett A. Cooke, Trainmaster, Newport News, and one grandchild. He was a member of the First Methodist Church, and the Brotherhood of Locomotive Engineers. Funeral services were held April 1, and interment was made in Forest Lawn Cemetery.

### C. A. Proctor

C. A. Proctor, Conductor, Newport News, Va., died at Newport News March 28. Mr. Proctor was born in Washington, N. C., April 11, 1895; entered the service of the Company January 17, 1917, as Brakeman, and was promoted to Conductor on May 17, 1919. He is survived by his widow, two sons, his mother, one sister and two brothers. Mr. Proctor was a member of the Brotherhood of Railway Trainmen, Eagles, Elks, Odd Fellows, and Woodmen of the World. Funeral services were held from the home and interment was made in the Greenlawn Cemetery, at Newport News.

### Mary E. Alexander

Mary E. Alexander, Assistant Cashier, Ashland, Ky., Freight Station, died at her home April 5, following an illness of several months. Miss Alexander entered the service of the Chesapeake and Ohio as Clerk in the Superintendent's Office at Ashland, July 16, 1918. She was promoted to Accountant in the Freight Office November 12, 1923, and made Assistant Cashier January 1, 1927, which position she held until February 7, 1928, when she was granted a leave of absence on account of ill health. Funeral services were held at the home, and interment was made in the Ashland Cemetery. Miss Alexander is survived by one sister and six brothers.

### William H. Anderson

William H. Anderson, Night Watchman, Ashland, Ky., Freight Station, died at his home March 19, from influenza. Funeral services were conducted by the Reverends D. C. Johnson and A. H. Robinson, of the First Methodist Church, South, and interment was made in Ashland Cemetery. Pallbearers were H. O. Irwin, Freight Agent; Sam

Summers, Rate Clerk; S. S. Moore, John Griffith, N. Felty, and W. L. Moore. Surviving are his widow, Mrs. Hannah W. Anderson, and the following children: George E., Mrs. H. R. Stewart, Mrs. Stephen Meyers, Mrs. Harry Moore, all of Ashland, Ky.; W. A. Anderson, of Dayton, O., and Mrs. C. H. Hager, of Johnson City, Tenn. Mr. Anderson was employed for twenty-three years as Special Officer and Night Watchman at Ashland, Ky.

### N. E. Stephenson

N. E. Stephenson, Car Repairer, aged fifty-four years, died April 2, at his home, 184 Davis Street, Huntington, W. Va. He entered the service of the Company June 19, 1917, as Car Repairer, and served in that capacity until his death. Funeral services were held April 3, from the Baptist Temple, the Rev. V. H. Persons, pastor, officiating. Interment was made in Spring Hill Cemetery. He is survived by his widow, two sons, Carlyle and Conley; a daughter, Cybil, and two brothers, N. M. and W. J. Stephenson; two sisters, Mrs. Carroll Jarrell and Mrs. George Petite.

### Charles D. Kentfield

Charles D. Kentfield, Car Repairman, Carey, O., died at his home March 27, after a short illness. Mr. Kentfield entered the employ of the Hocking Valley during 1903 as Clerk, and served in various capacities up to the time of his death.

Besides his widow, he is survived by three children, Mrs. Albert Bentz, Charles, Jr., and Martha Kentfield. Funeral services were held March 30, at the Crawford Methodist Episcopal Church, and burial was made in the Ritchie Cemetery, east of Crawford.

### E. C. Howard

E. C. Howard, Yard Brakeman, Ashland, Ky., died April 19. Mr. Howard entered the service December 17, 1917, and served continuously until his death. Surviving are his widow and four children. Funeral services were conducted by the Rev. Mr. Robinson, of the First Baptist Church.

### James Levitt

James Levitt, Car Inspector, died in the hospital in Toledo, O., on March 21. Burial was made at Mattoon, Ill., his former home.

## L. M. Mallory

L. M. Mallory, Section Laborer, Frederick Hall, Va., died March 31, from heart failure. He was fifty-six years of age, and had been in the service of the Chesapeake and Ohio for a period of forty years. He is survived by his widow.

## J. H. Burton

J. H. Burton, retired Engineer, Rivanna Sub-Division, died at his home, 2312 Park Avenue, Richmond, Va., April 8. Mr. Burton was sixty-eight years of age and had served the Company actively for thirty-four years, being retired on pension two years ago. He is survived by his widow.

## Carl Shawver

Carl Shawver, Motor Mechanic, died at his home, at Rupert, W. Va., Saturday, March 23, from pneumonia. Mr. Shawver is survived by his wife and six small children. Burial was made in the McClung Cemetery March 26.

## Leslie E. Duchene

Leslie E. Duchene, Tariff Compiler, office of W. K. Weisiger, Acting Assistant General Freight Agent, Richmond, Va., died March 25. He entered the service of the Company September 2, 1924, and in October 12, 1925, accepted a position as File Boy in the Tariff Bureau, being promoted afterwards to the position which he held up to the time of his death.

The following from the Tariff Bureau acted as pallbearers: E. B. McLaughlin, J. W. Nolan, Julien Tresnon and T. F. White.

## J. M. Eberle

J. M. Eberle, Yard Engineer, aged fifty-eight years, died suddenly at his home, 212 White Street, Toledo, O., April 1. Burial was made in Memorial Park Cemetery. Mr. Eberle was a Yard Engineer for twenty-six years.

## Stepping Up

(Continued from page 42)

P. L. Smith, formerly File Clerk, has been promoted to the position of Clerk, Maintenance of Way Department, effective April 16.

W. H. Barksdale, formerly Rodman, Field Corps, was promoted to Instrumentman, Maintenance of Way Department, effective April 16.

J. C. Collins, formerly in the Telegraph Department, has been promoted to Clerk in

the Maintenance of Way Department, effective April 16.

The following men in the Drafting Section of the Maintenance of Way Department, while not changing their titles, received promotions during the month of April: L. H. Roden, W. M. Dunn, A. G. Cosby, and G. B. Harris, Jr.

I. L. Canary, Telegraph and Telephone Office, has been promoted to Stenographer-Clerk, effective April 16.

L. J. Brandt and E. C. Smith, both Draftsmen in the Water Supply Department, while not changing their titles, received promotions during April.

S. H. Poore, formerly Draftsman in the Maintenance of Way Department, has accepted a position as Field Draftsman in the Water Supply Department, effective April 16.

Verna Parker, Stenographer in the office of A. L. Mattern, Auditor of Capital Expenditures, has taken a position in the office of J. W. Nokely, General Auditor.

Phyllis Keveney, Stenographer in the Office of Auditor of Overcharge Claims, has accepted a position as Stenographer in the office of A. L. Mattern, Auditor of Capital Expenditures.

D. C. Kennedy, Jr., has accepted a position as Clerk in the office of A. L. Mattern, Auditor of Capital Expenditures. Mr. Kennedy formerly was employed in the Office of Auditor of Freight Traffic.

## Ashland Shops

(Continued from page 16)

first rank and the bronze plaque of merit for maintaining the lowest percentage of the System during the year 1927.

In 1926, thirty-eight employees were injured, fifteen of them losing less than three days' time, twelve reportable, losing over three days' time, and eleven lost no time. The total time lost was 343½ days. In 1927, our ratio was as follows: Forty-two employees injured, eleven of them losing less than three days' time, eight were reportable, losing more than three days' time, and twenty-three lost no time. Total time lost was 308 days.

Our improvement in 1927 over 1926 was apparently small. However, the summary indicated good progress, as there was a reduction of thirty-five and one-half days in lost time, also a reduction in four reportable injuries, a decrease of thirty-three and one-third per cent in 1927, compared with 1926.

Our comparisons for 1928 are as follows: Eighteen employees injured, one lost one day's time, one lost two days' time, sixteen had minor injuries where no time was lost beyond the shift on which they were working. No reportable injuries during the year 1928, with a decrease of eight over 1927.

The rating by years being: 1926, rate 8.50; 1927, rate 5.90; 1928, rate 0.00.

The educational thought that came to me as our campaigns progressed are summed up in the following:

**Responsibility of Officers:** Creating interest, with confidence one to the other in this interest. The Foremen on the firing line can and should see the elements of risk as the men are performing their work, and with kindly intent and utterance, correct it immediately.

**Responsibility of the Individual:** Each man should sell to himself Safety. With his mind and heart right, he will not only make his own job safe as it is possible, but he will also extend this interest to his fellow man.

**Responsibility of Safety Committeemen:** Safety First Committeemen are constantly in contact with the men. They should feel their responsibility as such, and talk with their fellow men, who might take a risk.

**Prompt Attention to Suggestions:** Quick interest and prompt correction leave pleasant thoughts with the one making the suggestion. The acknowledgment of them, after the corrections are made, are appreciated.

**Encourage Suggestions:** Some men hesitate to put them in, they may think them trivial. They should be encouraged into the thought that small things have proportionate liability.

**Investigation of Accidents:** This should be done as quickly as possible—better facts and details are obtained.

**Encourage Visitation to an Injured Fellow Workman:** A visit from a fellow employe or Foreman with interest and solicitude is appreciated.

**First-Aid Kits:** Their use should be encouraged. Taking a chance might be fatal.

**Reports on Progress:** Bulletin boards should be used freely—occurring injuries, and the educational thoughts on Safety should be posted promptly.

Of real value to us was our 1928 mimeographed form and slogan—"Spirit of Safety First", used locally, to keep the men informed.

The visits of our General Safety Agent and Safety Inspector, their talks and interest, gave us serviceable thought.

Our successes were made possible by the fine spirit of co-operation of

(Continued on page 99)

# ~ Talking It Over ~

## CONTENTS

	PAGE
GENERAL OFFICES, RICHMOND, VA.....	55
NEWPORT NEWS-NORFOLK DIVISION.....	59
CHICAGO DIVISION.....	62
CINCINNATI DIVISION.....	66
RUSSELL DIVISION.....	68
ASHLAND-BIG SANDY DIVISIONS.....	69
HUNTINGTON AND LOGAN DIVISIONS.....	73

	PAGE
HUNTINGTON SHOPS AND GENERAL STORES.....	76
HINTON DIVISION.....	78
CLIFTON FORGE DIVISION.....	80
GLADSTONE, VA.....	84
RICHMOND, VA., SHOPS.....	84
GENERAL OFFICES, RICHMOND, VA., Cont'd.....	86
HOCKING VALLEY NEWS.....	89

	PAGE
PARSONS TERMINAL.....	89
LANCASTER AND HOCKING DIVISION.....	91
LOGAN AND RIVER DIVISION.....	92
TOLEDO AND WALBRIDGE DIVISION.....	94
FOSTORIA AND TOLEDO DIVISION.....	96
GENERAL OFFICES, COLUMBUS, O.....	97

### GENERAL OFFICES-- RICHMOND, VA.

Oscar C. Thacker, Associate Editor

#### Tonnage and Mileage Department

Mrs. Margaret Marshall, Key Punch Operator, husband, and party of friends, motored to Luray, to spend Easter.



Oscar C. Thacker

Lanie Faulkner, Key Punch Operator, accompanied by several girl friends, spent several days in New York City the latter part of March.

Blanche Strotmeyer, Mileage Clerk, after several weeks' illness, now is back at her desk.

Mrs. D. W. Owens, of Norfolk, Va., aunt of Estelle

Strange, Wheelage Clerk, died at her home on March 6.

Mrs. F. W. Putze, Comptometer Operator, is substituting for several weeks for Miss S. H. Ferguson, who is away on leave.

Mrs. Thomas W. Goode, Mileage Clerk, was called to her home on April 12, on account of the death of her uncle, A. W. Bracey, of Bracey, Va.

Mrs. Francis Bowers, Comptometer Operator, and Mary Jane Marshall, Comptometer Operator, spent the week-end of April 13 in Roanoke, Va.

Ruth Glass, Wheelage Clerk, visited relatives in Washington, D. C., over the week-end of April 13.

C. R. Clyborne, Daily Local Mileage Clerk, spent the week-end of April 13 in Lanexa, Va., fishing with a party of friends. They brought back twenty-five roe shad.

A. C. Glazebrook, Locomotive Mileage Clerk, and family, motored to Charlottesville, Va., April 14.

Among those attending the dance sponsored by the Chesapeake and Ohio Clerks' Association at the Chesterfield Hills Country Club, were Anna Snook, Key Punch Operator, and Emma Schutte, Comptometer Operator.

Mrs. Margaret Marshall, Key Punch Operator, accompanied by her husband and

party of friends, motored to Winchester, Va., to attend the Apple Blossom Festival on April 20.

Mrs. W. Royall Jones, Jr., Comptometer Operator, visited friends in New York City several days in April.

H. A. Brauer, Chief Tonnage Clerk, and family, visited friends in Washington, D. C., April 21.

Emma Schutte, Comptometer Operator, acted as bridesmaid at the wedding of Miss Cowardin to Clifford Green, which took place Saturday, April 27, at St. Thomas' Episcopal Church.

#### Office of the President

Myra A. Priddy, Correspondent

Webb Raines, Pass Clerk, spent the week-end of April 27 in Washington, D. C.



Myra A. Priddy

Marie Whitehurst, Stenographer, visited her sister at Staunton, Va., May 4.

Kenneth M. Robertson, Clerk, visited friends and relatives in Washington during April.

Brady E. Thomas and O. O. Redman, Clerks, made a trip to Washington the latter part of April.

#### Office of Assistant to President

Margaret and Murray Brown, sister and sister-in-law of R. C. Brown, Accountant, who were his guests for a few days during April, have returned to their homes, in Boston, Mass.

Ruth B. Weeks, Stenographer-Clerk, had an enjoyable visit with relatives and friends in Cincinnati recently.

Mrs. George W. Gentle, wife of Budget Clerk, is recuperating from an operation.

Mrs. George D. Priddy, Jr., Stenographer-Clerk, spent a few days with her parents, in Pittsylvania County, in April.

#### Real Estate Department

Raymond B. Powers, Contract Clerk, visited relatives in Charlottesville during April.

### Vice-President and Assistant Vice-President--Operation and General Manager

John B. Mayo, Correspondent

G. O. Beale, Assistant Chief Clerk, attended the banquet and dance at the Jefferson

Hotel, March 23, which was given in honor of the visiting bowlers and officials of the Pennsylvania Railroad.

E. H. Taylor, Secretary to Vice-President, Operation, and Mrs. Taylor, motored to Monterey, Va., April 15.

W. F. Van Denburgh, Assistant Chief Clerk, General Manager, attended the Younger



John B. Mayo

Men's Conference in Huntington on April 18 to 20.

J. T. Marrin, Jr., Stenographer, returned to the office in the latter part of April, after recovering from an operation for appendicitis.

L. E. Gordon, Secretary to General Manager, attended the banquet at the Younger Men's Conference at Huntington, W. Va., April 18.

J. B. Gilliam, File Clerk, motored to the Beverly Hills Country Club, on the James River, near Richmond, April 21.

J. B. Mayo, Stenographer, was a guest at a dance given by the realtors of Richmond at the Country Club of Virginia, on April 16.

J. M. Hamrick, Jr., Assistant File Clerk, and wife, spent the week-end of March 30 in Danville, Va.

Melvin Beck, Junior Clerk, was absent from the office April 22 and 23, on account of sickness.

#### General Superintendent of Transportation

A. T. Lowmaster, General Superintendent Transportation, attended the meeting of the Ohio Valley Advisory Board, which was held in Columbus on April 15 and 16. He also spent one day at the Younger Men's Conference in Huntington, and accompanied the members of the Cincinnati Coal Dealers' Association through the coal fields during the week of April 14.

Mrs. O. H. Carper, wife of Assistant to

General Superintendent Transportation, now has fully recovered from a painful accident which she suffered on April 13.

T. J. Gilmore, Supervisor Demurrage and Time Freight, spent Easter with his relatives, in Covington, Ky.

Mrs. E. P. Reynolds, wife of Chief Clerk, and daughter, Lucille, spent the Easter holidays with her parents, in Cincinnati.

W. L. Grubbs, Supervisor Refrigeration, made an extensive trip to Russell, Clifton Forge and other points on the Mountain Sub-Division, from April 21 to 26.

Edith Hartelius, Stenographer, spent the week-end of April 20 visiting in Hampton, Va.

Mrs. H. A. Grant, Stenographer, went to Hartford, Conn., for Easter.

On April 20 and 21, C. T. Epps, Jr., Clerk, visited his sister, who is in training at the Providence Hospital, in Washington, D. C.

Mrs. Ray Carlton, Stenographer, and Mr. Carlton, visited Washington Easter Sunday to see the cherry blossoms.

Glenna Pollard, Stenographer, spent the week-end of April 20 with her sister in Danville, Va.

Jennette Dawley, Stenographer, visited Elizabeth and Asbury, N. J., March 16.

C. K. Tinder, Chief Tracing and Reconsignment Clerk, and family, visited relatives in Florida during the week of April 20 to 27.

J. E. Crouch, Clerk, and G. C. Phillips, Clerk, and wife, motored to Washington to view the Cherry Blossom Festival April 7. During the week of April 14 to 21, Mrs. Phillips also took an extensive motor trip with friends through the Shenandoah Valley, where she was present at the Apple Blossom Festival, and visited points in Virginia, West Virginia and Maryland.

Hoot Gibson, Clerk, visited Farmville, Va., on April 21.

G. H. Foos, Clerk, purchased a new touring car in April.

J. E. Crouch, Clerk, spent an enjoyable week of his vacation in Florida during the middle of February.

Due to widespread interest in golf, which has captured the entire office, the activities of the Giants baseball team have now been indefinitely postponed. The replacement of the horsehide and diamond by the golf ball and links has brought several new recruits to the roll of athletes in this office and friendly rivalry among the players is very keen. Professionals and above-the-average amateurs are not eligible for competition in this home-talent league.

## Law Department

Alice C. Chalkley, Correspondent

Robert B. Tunstall, Assistant General Counsel, was among the officials attending the banquet given at the Jefferson Hotel on March 23, in honor of the Pennsylvania Bowling Team.

W. P. Sandridge, formerly connected with the firm of Manly, Hendren and Womble, of Winston-Salem, N. C., has been appointed Assistant Attorney, effective March 10.

J. C. Haines, Secretary, who recently met with an



Alice C. Chalkley

automobile accident, now is back at the office.

J. W. Mason, Secretary, motored through the Valley for the week-end of April 20 to see the apple blossoms.

Z. E. Miller, Secretary, motored to Charleston, S. C., recently, to see the magnolia gardens.

## Chief Special Agent's Office

M. Welsh, Chief Special Agent, attended the annual meeting of the Protective Section, American Railway Association, which was held at Atlanta, Ga., on April 16 to 18, staying at the Hotel Biltmore during his visit.

Mamie Hornbarger, daughter of W. T. Hornbarger, Special Agent, Clifton Forge, Va., who has recently been a patient at the Clifton Forge Hospital, has returned to her home and is much improved.

J. W. Hall, Stenographer in the Office of Special Agent, Huntington, W. Va., who has recently been a patient at the Huntington Hospital, now has returned to duty.

R. B. Payne, Special Agent, Peru, Ind., recently accompanied his mother on a trip to Weston, W. Va.

## Assistant Treasurer's Office

A. Trevvett, Secretary and Treasurer; John A. Hancock, Assistant Treasurer; Walter Creath, Cashier, and L. G. Burruss, Paymaster, were among the officials from this department attending the banquet held on March 23, at the Jefferson Hotel, in honor of the Pennsylvania Bowling Team.

Alice White, Stenographer, spent the week-end of April 6 in Columbia, Va.

Louise King, Stenographer, spent the week commencing April 22 visiting relatives in Cleveland, O.

Mrs. F. C. Hanewinkel, Secretary, has returned to the office after being absent for some time on account of illness.

E. T. Cobb, Clerk, motored to Petersburg, Va., the week-end of April 13, where he visited relatives.

## Chief Surgeon's Office

Florence Gordon, Secretary, attended the races held Saturday, April 13, at Curles Neck Farm.

## Paymaster's Office

A. H. Harris, Clerk, and Mrs. Harris, spent the week-end of April 13 visiting relatives in Norfolk, Va.

Mrs. V. C. Wright, Clerk, and Mr. Wright, spent Easter Sunday in Washington, D. C., where they went to see the cherry blossoms.

## Office Engineer's Department

Harry Arundell Casey, Correspondent

D. A. Wicker and V. S. McDaniel, Draftsmen, went to Warsaw, Va., on a fishing trip Saturday, April 6.

E. W. Curtis, Draftsman, and wife, and H. L. Mathews, Designer, and wife, went to Fort Monroe, Sunday, April 14.

E. W. Curtis, Draftsman, had as his guest for a few days during April, his mother, from Norfolk, Va.

J. W. Fairburn, Blue Print Operator, went to Fredericksburg, Va., Sunday, April 14,

Harry Arundell Casey

to be the guest of friends.

J. H. Metzger, Resident Engineer, and W. H. Harrison, Jr., Material Accountant, went to Norfolk April 12, on Company business.

I. M. Petree, Blue Printer, was called to Winston-Salem, N. C., the first part of April, on account of the illness of his sister, who is slowly improving.

F. B. Robins, Designer, spent April 16 in Cincinnati, O., on Company business.

Mrs. F. C. Ware, wife of Draftsman, was called to Huntington, W. Va., April 18, on account of the death of her aunt.

Henry Hagel, Designer, and wife, entertained at their home over Easter, Mr. and Mrs. Kenneth McClaran and daughter. Mr. McClaran is Engineer in charge of the New Castle District of the American Telephone and Telegraph.

F. C. Ware, Draftsman, and wife and party of friends motored to Washington and spent the week-end of April 6.

O. L. Olson, Draftsman, went to Huntington March 28, on Company business.

H. T. Seal, Draftsman, went to Hinton, Huntington, South Portsmouth, Ky., and Kenova, W. Va., during March and April on Company business.

P. C. Burg, Designer, had as his guest, his mother, from Ann Arbor, Mich. Accompanied by H. K. Stephenson, Designer, and wife, they motored to Fort Monroe, Washington, D. C., and other points of interest.

L. C. Isaac, Assistant Engineer, went to Pittsburgh, Pa., on Company business March 26. Mr. and Mrs. Isaac and daughter, Margaret, spent Easter with relatives in Norfolk, Va.

J. H. Banks, Draftsman, and wife, spent the Easter holidays in Norfolk, Va., and Coleman, Va., as the guests of relatives.

F. W. Owen, Designer, and wife, had as their guests, their mother, sister and her husband, who motored to Richmond to spend Easter.

B. F. Kleck, Draftsman, went to Washington, D. C., Sunday, April 14.

## Office of Chief Engineer

I. L. Pyle, Assistant Chief Engineer, spent several days during the week of April 8 in Washington, D. C., Huntington, W. Va., and Russell, Ky., on Company business.

C. C. Counts, Assistant Engineer, spent several days the week of April 8 in Chicago, on Company business.

R. M. Conwell, Secretary to Chief Engineer, and wife, motored to Rich Square, N. C., to spend Easter with relatives and friends.

Edith Boswell, Stenographer, spent Sunday, April 20, in Washington, D. C.

C. W. Johns, Chief Engineer; Crosby Miller, Bridge Engineer, and J. F. Lockwood, Supervisor Bridge Erection, attended the opening of the Covington-Cincinnati Bridge April 3.

R. M. Conwell, Secretary, went on a fishing trip Sunday, April 14.

J. W. Ritter, Rodman, on location party in Kentucky, spent the week-end of April 13 in Richmond, Va.

## Bridge Engineer's Office

C. C. Kidd, Assistant Engineer, wife and son, went to Washington, D. C., the week-end of April 6 to see the cherry blossoms.

Crosby Miller, Bridge Engineer, wife and son, went to Philadelphia recently for a week-end.

G. H. Haverstock, Assistant Engineer, is the manager of the Engineers' baseball team for this season.

C. H. Chapin, Designing Engineer, wife and daughter, Margaret, motored to Afton, Va., Sunday, April 6.

H. M. Patteson, Draftsman, and family, spent Easter Sunday in Staunton, Va.

Mrs. E. T. C. Howard, wife of Bridge Designer, spent a week in Washington, D. C., during the month of April.

M. E. Clary, Bridge Draftsman, has recently entered the service of the Bridge Department.

W. G. Wharton, Bridge Designer, motored to Washington, Sunday, April 13, in his newly-purchased automobile. Mr. Wharton was accompanied by several friends.

G. H. Haverstock, Assistant Engineer, went out on Greenbrier Division April 19, on Company business.

L. L. Shirey, Assistant Engineer, has returned to the General Offices after having been located at Canonsburg, Pa., for the past several months, on Company business.

## Purchasing Department

R. E. Bryan, Correspondent

H. C. Pearce, Director of Purchases and Stores, spent his annual vacation during the month of March, in California, with his son, who is an officer of the Southern Pacific Company. Mr. Pearce visited many old associates. He remarked, upon his return, that the weather in California this year had been rather cold, a great many of the usual tourists going down into Arizona; however, he had a very useful and enjoyable trip.

R. M. Nelson, Purchasing Agent, returned Sunday morning, April 21, from a three-day visit at Huntington, W. Va., having attended the Younger Men's Conference. He came back enthused with the constructive good being done the younger generation at this and previous similar meetings.

J. E. Mahaney, Superintendent of Stores, has made several trips on and off the line recently, in connection with his duties.

H. A. Wright, Tabulation Clerk, and family, motored to Gloucester Point Sunday, April 21.

Ruth Johnson, Stenographer, visited her sister at Newport News, Va., Sunday April 21.

James R. Clary, Jr., Secretary to the Director of Purchases and Stores, spent a pleasant vacation the latter part of March. With his family, he motored through the Valley of Virginia, visiting various points of interest.

Miss P. N. Land, Secretary to the Superintendent of Stores, was the guest of her sister, Mrs. C. N. Nelson, of Norfolk, Va., on a delightful motor trip through the Valley of Virginia, Sunday, April 14.

M. H. Priddy, Lumber Inspector, and family, motored to Harrisonburg, Va., through the Spottwood Trail, Saturday and Sunday, April 27 and 28, returning via Staunton and Afton.

W. J. Eck has accepted a position as Clerk in the Purchasing Department. Mr. Eck was formerly employed in the Car Accountant's Office.

C. P. Deuel, Clerk, was the guest of his sister in Norfolk, Va., Sunday, April 21.

Mrs. R. S. Baber, Stenographer, was a visitor in New York City over the week-end of April 27 and 28.

R. E. Bryan, Assistant Chief Clerk, spent April 2 and 3 in Washington, D. C., on special work.

## Assistant Secretary's Office

Mrs. R. M. Temple, wife of R. M. Temple, Assistant Chief Clerk, in the Assistant Secretary's Office, visited friends in Greensboro, N. C., the latter part of April.

## Maintenance of Way Department

Hazel Godwin, Correspondent

Grace Waltz, Stenographer, spent Easter with her brother in Washington, D. C.



Hazel Godwin

on April 20, after a short illness.

J. K. Hall, Ballast Inspector, was a visitor in the office on April 22 and 23.

F. W. Droste, Assistant Engineer in charge of Field Corps, was in the office April 22.

J. M. Farmer, formerly in the Telegraph Department, has accepted position as Messenger in this department.

Mrs. Sarah Johnson, mother of W. E. Johnson, Chief Instrumentman, Field Corps, died

## Telegraph and Telephone Department

O. W. Burkholder, formerly of this department, has accepted position of Signal Helper on the Huntington Division, effective May 1.

Mrs. M. L. Allen, Telephone Operator, motored to Washington and Baltimore the week-end of April 20.

Mrs. Powers, Telephone Operator at Huntington, W. Va., was a visitor in the Richmond office on April 22.

## Signal Department

C. D. Lehman, Draftsman, spent the week-end of April 20 visiting friends in Cincinnati, O.

C. D. Lehman has returned to the office after a three-months' inspection trip on the American Railway Association Detector Car. Mr. Lehman represented the Chesapeake and Ohio Railway on this inspection.

## Water Supply Department

Hazel Godwin, Stenographer and MAGAZINE Correspondent, spent the week-end of April 20 motoring through the Valley of Virginia, with a party of friends.

## Freight Claim Department

Myrtle Coley, Correspondent

R. H. Wormeley, Clerk, has returned to the office after several weeks' absence, on account of an automobile accident.



Myrtle Coley

attended the National Scale Men's Association at Milwaukee, Wis., April 9 to 11.

Lucy Knight, Stenographer, visited in Norfolk over the week-end of April 14.

Mrs. George Pearman, Stenographer, Weighing Bureau, spent Sunday, April 7, at Blue Ridge Terrace, on Afton Mountain.

J. E. Taylor, Chief Inspector, Weighing Bureau,

Gladys Orange, Dictaphone Operator, visited at Hampton, Va., over the week-end and incidentally took an airplane trip over Hampton Roads, Newport News and Hilton Village.

John Wheatcroft and B. J. Davis, Over, Short and Damage Clerks, spent the week-end in Newport News.

Dorothy, little daughter of B. P. Bickers, Clerk, has returned from a visit to her aunt in Washington, D. C.

B. P. Bickers, Clerk; R. D. Styll, Chief Clerk Weighing Bureau; H. J. Sharp, Claim Investigator; Mrs. W. J. Moore, Clerk; Mrs. J. Floyd Bates, and Mrs. George Pearman, Stenographers; Elsyne Jones and Myrtle Coley, Dictaphone Operators, attended the Clerks' dance at Chesterfield Hills Country Club April 19.

James P. Casey, Claim Investigator, was in Washington, D. C., on business.

J. W. King, Freight Claim Agent, has returned from a business trip to Washington, Cincinnati and Chicago.

Those from this office attending the funeral and burial of J. A. L. Bailey, Traveling Claim Adjuster, who died in Clifton Forge Hospital April 16, and was buried in Norfolk April 19, were: R. D. Styll, Chief Clerk, Weighing Bureau, and Mrs. Styll; J. E. Taylor, Chief Inspector Weighing Bureau; R. C. Pollard, Reconsignment Clerk; R. H. Williams, Claim Recorder; H. A. Harding, Assistant Chief Clerk; H. J. Sharp and James P. Casey, Claim Investigators.

A. Bland, Claim Investigator, and little son, Anderson, Jr., viewed Richmond from the air on April 21.

Some very pretty parties and showers were given for Lucy McAllister, Stenographer, Weighing Bureau, whose marriage to Dr. Lyle Woodruff Bryce took place April 4. On March 24, Mrs. Clyde McAllister, at her home, on Rosewood Avenue, entertained with a bridge luncheon and miscellaneous shower. Tuesday, March 26, Mrs. J. W. Walker, Clerk, and Myrtle Coley, Correspondent, at the latter's apartment, entertained twelve girls from the office at a dinner party and kitchen shower. Friday evening, March 29, Mrs. J. Floyd Bates and Mrs. George Pearman, Stenographers, gave a very pretty linen shower at Mrs. Pearman's apartment.

On Saturday, March 30, Mrs. Drew Hierholzer, formerly of this department, opened the Log Cabin Tea Room, at Dumbarton, with a bridge luncheon. Covers were laid for twelve. A delicious menu was served, and this rustic little log cabin, with its cheery, open fire, afforded a delightful afternoon's entertainment.

Ben Johnson, Clerk, who has been in the hospital since March 2 with a badly-broken arm, was able to make the office a short visit recently.

B. G. Davis, Clerk, spent several days of his vacation in Newport News, getting his new speed boat in trim for the coming season.

H. H. Lewis, Clerk, and Mrs. Lewis, have returned from their wedding trip to northern cities.

J. E. Orange, Claim Investigator, has been confined to his home by illness about two weeks. Mr. Orange is much improved and is able to be out, but will not resume work for awhile.

Marie McCarthy, Dictaphone Operator, spent Easter visiting her sister at Goldsboro, N. C.

## Office of Car Accountant

Virginia Burton Irwin, Correspondent

The Clerks from this department wish to extend their sympathy to H. F. Phillips in his recent bereavement.

S. J. Pollock, Car Accountant, attended a Car Accountants' Meeting, which was held in Pittsburgh, March 25 and 26.



Virginia Burton  
Irwin

W. C. Schlieser, Traveling Car Agent, made a business trip West for several days during March.

Mary Guerrant, Stenographer, had a very delightful trip to New York, the week-end of March 30.

C. S. James, Chairman, was a visitor recently in City Point and Hopewell.

Russell Ayres, Foreign Record

Clerk, visited friends in Farmville, Va., March 31.

A. L. Bass, Foreign Record Clerk, and wife, visited friends in Norfolk for several days.

Rose Tierney, Stenographer, went to Washington with friends.

Hunter Morris, Clerk, and wife, visited relatives in Buchanan for the Easter holiday season.

H. F. Bryant, Per Diem Clerk, motored to Charlottesville April 7.

F. P. Adams and Harvey Ayres, Foreign Record Clerks, were recent visitors in Afton.

Jack Slaven and Martin Peters, Clerks, spent the week-end of April 6 in Huntington, W. Va.

B. P. Boulware and F. H. Schlieser, Clerks, motored to Charlottesville March 31.

S. B. Moore, Per Diem Clerk, and family, visited relatives in Crewe, Va., for the week-end of April 6.

Angus R. Wood, Foreign Record Clerk, and wife, visited relatives in Washington, N. C., for the Easter holidays.

William Barnes, Local Record Clerk, spent April 6 in Charlottesville.

H. T. Matthews, Local Record Clerk, was confined to his home several days, on account of sickness.

I. L. Verlander, Engineer, and family, visited his brother, W. L. Verlander, for several days.

W. C. Cowardin, Clerk, and William Barnes went to Lexington for a short stay.

R. G. Bottoms, Record Clerk, and family, motored to Newport News March 31.

L. L. Smith, Clerk, was away from his desk several days on account of sickness.

F. H. Schlieser, Per Diem Clerk, and family, motored to Waynesboro April 7.

J. H. Childress, Chief Per Diem Clerk, spent several days in Atlanta, on Company business.

L. P. Tiller, Clerk, has returned to his desk after an illness of several days.

E. C. Baughan, Clerk, went to Fredericksburg, to attend a meeting there.

George Pearman, Clerk, was away from his desk for a few days, on account of sickness.

Mary Bain, Stenographer, with friends, motored to Washington.

W. C. Schlieser, Traveling Car Agent, spent April 17 and 18 in Huntington.

Edgar Eck, File Clerk, attended the Younger Men's Conference, which was held at Huntington, April 18 to 20.

Jack Rhodes, Local Record Clerk, was a recent visitor in Hopewell.

C. D. Bowmer, Local Record Clerk, visited his relatives over the week-end of April 20.

B. F. Waller, Local Record Clerk, spent the week-end of April 20 near Warsaw.

D. P. Gregory, File Clerk, was a recent visitor in Lynchburg for several days.

## Valuation Department

Catherine Shaughnessy, Correspondent

E. M. Lisle, Land Appraiser, and E. E. Jones, Accountant, are spending some time in Washington on Company business.



Catherine  
Shaughnessy

W. E. Berkholtz, Draftsman, who was ill for a week during April, has entirely recovered and is able to be back at his desk.

A. M. Dreelin, Jr., was an usher at the marriage of his cousin, Josephine Felthaus, whose marriage to John Allen was solemnized at St. Mary's Church on April 11.

J. M. Morgan, Chief Clerk to Director of Valua-

tion, has as his guests, his sister and brother-in-law, Dr. and Mrs. Duclos, of Lenox, Mass.

R. W. Creech, Jr., Land Assistant, resigned his position in this department on April 20.

V. H. Williams and G. M. Smith, Assistant Engineers; Louis Andersen, Land Assistant, and J. G. Mitchell, Computer, are recent additions to our force.

The Opeacancanough Club, of which many in this department are members, met the evening of April 20 at Indian Springs Farm and the committee on Indian relics, after a repast on T-bone steak, cooked by Mr. Earp, considered a proposition from the Department of Archaeology, Phillips Academy, Andover, Mass., to co-operate in excavating in certain holes (supposed forts) this season in Chicahominy Valley.

J. A. Nunn, Land Assistant, spent the week-end of April 20 with relatives in Ashland, Ky.

H. J. Onesty, Accountant, was absent from the office on April 11 and 12, on account of the death of his mother-in-law, Mrs. Mooney.



Ann Elizabeth Smith

This is Ann Elizabeth Smith, daughter of E. A. Smith, Clerk, who graduates from Westhampton College this June. Miss Smith was one of seven from the senior class to make the Phi Beta Kappa fraternity at the annual installation.

A. O. Stanley, Jr., enjoyed a few days' vacation during early April in Richmond, Ky., where he attended the marriage of Lynn Evans to Edmund Dalker.

G. B. Williams, Assistant Land Appraiser, was called to his home in Petersburg, Va., on April 5, on account of the death of Mrs. Williams' father, Dr. Burke, Seaboard Air Line Surgeon, and prominent citizen of Petersburg.

C. C. Michie, Jr., visited his grandmother in Gordonsville, Va., for the week-end of April 22.

W. J. Conaty, Director of Valuation, and wife, and P. H. Lash, Valuation Auditor, and wife, attended the Railroad Accounting Officers' Association Convention held in Cleveland, O., April 29 to May 3.

Cecilia Welsh, Secretary to Valuation Engineer, spent the week-end of April 27 with friends in Philadelphia.

Miss E. Watkins, Stenographer, spent the week-end of April 13 with her sister, in Roanoke, Va.

## Freight Tariff Bureau Percentage Department

Josephine M. Edelblut, Correspondent

O. E. Lowry, Assistant General Freight Agent, who has been at Fort Myers, Fla., for the past two months recuperating, has returned and now is permanently located in the office of William Fitzgerald, General Freight Agent, Ninth and Main Streets.



Josephine M.  
Edelblut

W. G. Chamberlain, Assistant General Freight Agent, and R. S. Gilman, Chief Clerk, of the Percentage Department, spent some time during the

month of April in Atlanta, Ga., in the interest of the Company.

W. K. Weisiger, Acting Assistant General Freight Agent, spent March 28 in Washington, D. C., attending Company business.

A. S. Wittel, formerly employed in the Mailing Bureau, has accepted a position as File Clerk in the office of W. G. Chamberlain, Assistant General Freight Agent.

T. K. Ryan, Assistant Tariff Compiler, spent two weeks' vacation visiting relatives in Washington, D. C., and New Jersey.

W. O. Mason, Jr., Percentage Clerk, is still on check in Atlanta, Ga.

Mrs. E. W. Payne, Secretary, had a most enjoyable trip touring the Valley of Virginia over the week-end of April 13.

May Tierney, Stenographer, spent the Easter holidays in Washington, D. C.

Mrs. Ruth Carr, Stenographer in the Percentage Department, has been transferred temporarily to the Office of the General Freight Agent.

C. Jefferson, Percentage Clerk, spent several days' vacation touring North Carolina.

D. P. Edwards, Percentage Clerk, is confined to his home on account of sickness.

Josephine M. Edelblut, Correspondent, accompanied by her sister, Edith, and Mrs. Arthur B. Carroll, were the guests of friends in Washington, D. C., over the Easter holidays. Many entertainments were given in their honor while there.

Mrs. O. E. Lowry, Jr., Stenographer in the Percentage Department, spent a delightful week-end motoring through the Valley of Virginia.

W. P. Wright, Tariff Compiler, has been appointed Chairman to represent the Clerks in the Tariff Bureau and Percentage Department in the interest of the Clerks' Association, and R. P. Laird, Vice-Chairman.

## Richmond Division--Main Street Station

Mallie Woolard George, Correspondent

R. L. Parker, Assistant Timekeeper, resumed his duties April 16.

Milton Matthews, Supervisor's Clerk, spent March 31 in Washington, D. C.

W. R. Orange, Carpenter, and wife, spent March 29 and 30 in Fayetteville, N. C.

F. B. Reynolds, formerly Material Clerk, has been promoted to the position of Maintenance of Way Timekeeper.

R. L. Parker, Assistant Timekeeper, and wife, motored to Arvon, Va., April 7, in their new car.

C. W. Corker, Operator in Dispatcher's Office, who was confined to his home April 12 to 14, again has resumed his duties.

Lloyd B. Jones has accepted the position as Stenographer in Division Engineer's Office.

India Carver, Stenographer, and Mrs. M. W. George, Correspondent, visited Clifford Withrow, Ticket Agent, and wife, at Alderson, W. Va., also Mrs. Nettie Ellis, mother-in-law of Mr. Withrow, April 14.

Sympathy is extended C. M. Biehler, Clerk in Superintendent's Office, on account of the death of his mother, Mrs. Sarah C. Biehler, on April 10. Mrs. Biehler's home was in Middletown, N. Y., but was in Richmond visiting her son at the time of her death. Funeral services were conducted from Woody's Funeral Parlors, and interment was made in Oakwood Cemetery.

ing spent some time in Newport News on business.

Florence Schell, Stenographer, Superintendent's Office, and party of friends, motored to Washington, D. C., for the Easter holidays.

C. F. O'Donnell, Assistant Foreign Freight Agent, visited Newport News recently.

L. C. Spengler, Superintendent, wife, and Mrs. H. Martin, visited Tibbs Spengler, at Augusta Military Academy, and L. C. Spengler, Jr., and Harry Martin, at Washington and Lee recently.

Mrs. M. W. Norwood, Stenographer, and daughter, Shirley, spent the week-end in Richmond.

Mrs. G. A. Rady has returned to Richmond from a visit to her brother-in-law, C. H. Sinton, Timekeeper, Superintendent's Office.

J. F. Shaffer, of the Assistant to Vice-President's Office, was in Newport News recently, on business.

G. D. Moffett, Assistant Manager, Industrial Department, and wife, have returned from a visit to their son, who is a student at Augusta Military Academy.

W. L. Divine, Foreign Freight Agent, of New York, spent several days in Newport News recently, on business.

where he attended the Spring German of the State Teachers' College.

J. M. Johnson, Clerk, Coal Piers, has been granted a thirty-day leave of absence.

Thurston James, Messenger, Pier 6, and Raymond Snellings, son of C. F. Snellings, Clerk, Pier 5, motored to Rocky Mount, N. C., where they spent several days with friends.

H. H. Roberts, Clerk, Pier 6, and wife, had as their guest for several weeks, Virginia Bridgers, of Baltimore.

W. M. Cluverius, Night Foreman of Pier 6, and family, motored to Smithfield and Suffolk, Va., via the new James River Bridge.

C. C. Shepherd, Gang Foreman, and wife, visited relatives in Portsmouth, Va.

## Shops

E. B. Beazley, Correspondent

C. W. Maddox, Chief Car Inspector, and G. H. Taylor, General Car Inspector, were recent visitors at News Shops.

W. L. Harwell, Gang Foreman, spent a day at Norfolk, on business.

P. H. Fox, Car Repairer Apprentice, and wife, were recent visitors at Richmond.

Fred White, Section Storekeeper, made several trips to Norfolk on Company business.

R. J. Cassidy, Clerk, Stores Department, attended the regular Saturday night dance at the Chamberlin-Vanderbilt Hotel.

A. M. Schell, Car Repairer Helper, was a recent visitor at Harris Grove, Va.

E. R. Dowdy, Master Mechanic, was a recent visitor at News Shops.

G. F. Moon, Car Repairer, has been transferred to third shift, Test Track Force.

## Yard News

F. G. McNair, Correspondent

Mrs. J. M. Winfield, wife of Conductor, spent Easter with relatives in Wadesboro, N. C.

Mrs. P. W. Mulhern, wife of Brakeman, was the recent guest of relatives in Huntington, W. Va.

W. H. Gregory, Brakeman, was called to Richmond, Va., on account of the death of his father.

P. A. Lewis, Conductor, visited relatives in Asheville, N. C., during the latter part of March.



Mallie Woolard  
George



M. Catharine  
Harrison

## Marine Department

W. M. Seawell, Correspondent

Mrs. J. W. Whitehurst and Jean, wife and daughter of Engineer, tug *C. E. Graham*, spent several days in Gumberry, N. C., as guests of friends.



W. M. Seawell

George Diggs, son of Captain, tug *W. J. Harahan*, accompanied by a party of friends, attended a dance at Harrisonburg, Va.

R. E. Williams, Mate, steamer *Virginia*, and family, motored to Urbanna, Va., where they were guests of

relatives over the week-end.

R. L. Brooks, Mate, tug *C. E. Graham*, visited relatives in Mathews County, Va.

Mrs. J. P. Corprew and Raymond, wife and son of Engineer, steamer *Virginia*, returned from New Orleans, where they were called on account of the death of Mrs. Corprew's father.

Emanuel Smith, Seaman, tug *Graham*, visited in Mathews County over the week-end.

Captain William O'Connor, of tug *C. E. Graham*, returned to work after being absent several days, on account of illness.

## Merchandise and Coal Piers

M. Catharine Harrison, Correspondent

B. A. Tholl, Clerk, Pier 4; C. C. Shepherd, Gang Foreman, and Audrey Gay Shepherd, better known as the Sunshine Trio, broadcast from Station WGH, Newport News, April 12. This is the first of a series of programs to be broadcast each Friday from 9.30 to 11.00 p. m.

J. W. Martin, Chief Clerk to General Foreman of Coal Piers, is convalescing after undergoing an operation for appendicitis.

C. E. Clark, Foreman of Pier 6, purchased a new sedan.

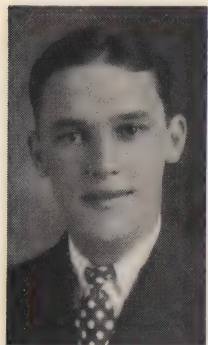
M. S. Hussey, Clerk, Pier 9, spent the week-end of April 13 in Fredericksburg, Va.,

## NEWPORT NEWS-NORFOLK DIVISION

M. S. Hussey, Acting Associate Editor

### General Office

I. H. McCambridge, Coal Department, recently made a business trip to Washington, D. C., and Redbank, N. J. He was accompanied as far as Washington by his wife.



M. S. Hussey

L. S. Boyette, of the Overcharge Claims Office, in Richmond, was a visitor to the General Office at Newport News a short while ago.

Bobby Cowling, small son of S. W. Cowling, of the Eastbound Department, has recovered from a serious hurt he received

while at play. Bobby was carried to the Elizabeth Buxton Hospital, here, for treatment.

Mrs. J. A. Amott, wife of Telegrapher, is visiting in Louisville, Ky.

P. H. Bray, Secretary to Superintendent, spent the week-end in Roncverte, W. Va., visiting friends.

G. D. Moffett, Assistant Manager, Industrial Department, has returned to Newport News, after a business trip to the northern parts of Virginia.

C. M. Angel, Engineer, Vice-President's Office, has been in Newport News on business.

R. C. Creager, Assistant Foreign Freight Agent, has returned to New York, after hav-



F. G. McNair

## Leading the Field in Station



*J. C. Baker, Jr., General Foreman, Merchandise Piers, and his Station Forces at Newport News, which at the end of four months in 1928 are setting the pace for all Station employees.*

### Division Safety Meet

(Continued from page 24)

duty, by departments, during the years 1918 and 1928:

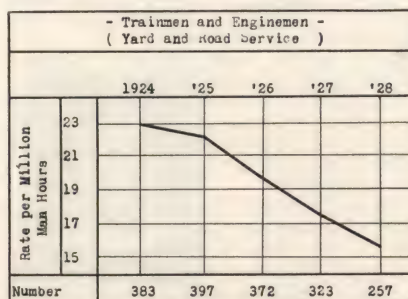
TOTAL NUMBER KILLED	1928	1918	INC.	DEC.
Engineers and Firemen.....	7	7		
Conductors and Brakemen...	4	11	7	
Switchmen.....	6	6		
Yardmasters.....	1	1		
Road Foremen of Engines....	1	1		
Special Agents.....	1	1		
Maintenance of Way and B. and B. Employees.....	6	14	8	
Telegraph Linemen.....	1	1		
Shop Employees.....	3	3		
Yard Laborers.....	3	3		
Stores Department Employees	1	1		
Station Employees.....	1	1		

Total Employees on Duty... 11 49 1 38

There are undoubtedly officers and employees who are alive and strong today, who may not know it, but they are certainly among those who have been saved from untimely

death. Their families are certainly enjoying the support and companionship of their breadwinners which they would not be doing but for the success of the Safety movement.

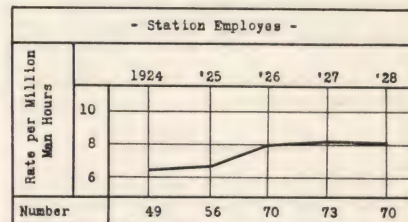
It is not practicable to make the same authentic comparison of non-fatal injuries as the above for a ten-year period, for the reason that ten years ago, reports of minor personal



injuries were not regarded as of the same importance as they are today, and it is reasonably certain that many minor injuries were not brought to our attention.

We have, therefore, prepared a number of small departmental charts covering five years, 1924 to 1928, inclusive, which are here presented and described and which show that substantial progress in accident reduction was not confined to the years immediately following the great war.

These charts show by a graphic

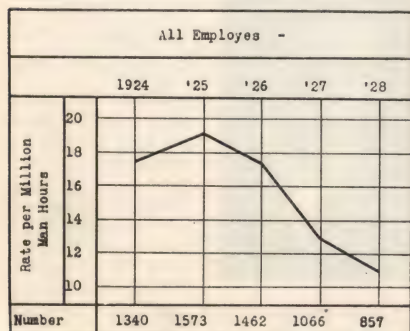


line, the fluctuation in casualty rates to employees per million man-hours, and at the bottom of each chart, in figures, the number of casualties (killed and injured) suffered by each class in each department. They are further explained as follows:

The first chart shows that among all employees, in 1928 vs 1924, there was a reduction of 16 killed and 394 injured, and the accident rate for the System dropped from 17.47, in 1924, to 11.07, in 1928. This is an improvement of 36%.

In the next chart, as may be seen, improvement among Train Service employees has been uninterrupted with the result that in 1928 there were but 4 killed and 253 injured, a reduction of 13 deaths and 113 non-fatal injuries. The casualty rate declined accordingly.

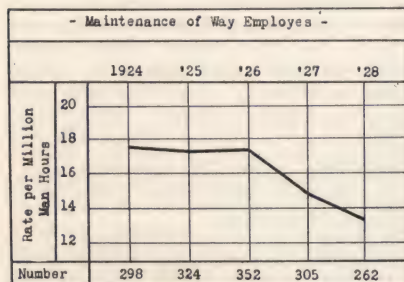
Among Station employees, accidents increased both in number and per million man-hours. No deaths occurred in either period, but non-fatal injuries increased from 49, in 1924, to 70, in 1928. A Safety con-



# Employees' Safety Contest



L. C. Spengler, Superintendent, Newport News and Norfolk Terminal Sub-Division, and Mr. Baker are in the center of the photograph, in the front row.



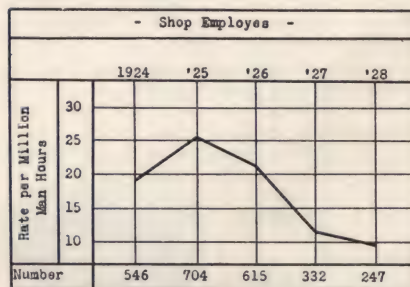
test, was injected into the Station service on January 1, 1929, and the results are already apparent, there having been but six injuries during the first quarter of 1929.

Maintenance of Way employees are hard to reach with Safety education, but, due to the interest of local officers and Foremen, progress has been made in this class of service, although there were six Maintenance of Way employees killed in 1928, the same as in 1924. This is a fertile field for active Safety work if we may judge by the first quarter of 1929, which registers two Trackmen killed and sixty-five injured. This is not as good as last year's record.

Chart for Shop employees shows a great reduction both in the number of casualties and in the rate per million man-hours. In 1928, there were no Shopmen killed, which is a reduction of 4 over 1924, and there was a reduction of 292 non-fatal injuries.

In comparison with other railroads of equal size and activity, there is great room here for further improvement and the indications for 1929, based on the first quarter, are that we will see a further reduction of at least 20% in Shop accidents.

The Stores Department has reduced accidents resulting in personal



injuries about 80% in five years and has demonstrated clearly that if a Safety record is desired, it can be made by simply stopping accidents. While this article deals primarily with injuries to employees, and not the public, brief reference to the situation in respect to casualties to persons not employed by us will serve to emphasize the fact that Safety pays, where there is a substantial investment.

In 1928, there were no passengers killed, and in 1924, there were 2 passengers killed, none in train acci-

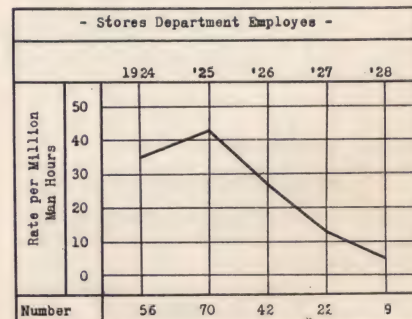
dents. There was a reduction of 6 non-fatal injuries to passengers.

Among other persons, the record indicated that the public has not invested to the same extent as has our own organization, for injuries among other non-trespassers and trespassers show a marked increase and over these persons we have no authoritative control. The record is as follows:

	1928	1924	INC.	DEC.
Others, not-trespassing:				
Killed.....	35	21	14	..
Injured.....	94	73	21	..
Trespassers:				
Killed.....	62	46	16	..
Injured.....	69	61	8	..

"Others not trespassing" includes neither employees nor passengers, but consists chiefly of persons involved in accidents at highway crossings.

(Continued on page 119)



E. A. Cooke, Trainmaster, was called to Norfolk, Va., on account of the death of his brother.

D. W. West, Clerk, resumed his duties after a short vacation which was spent in Huntington, W. Va.

A. K. Terry, Chief Yard Clerk, who has been undergoing treatment in the Riverside Hospital, is reported as improved.

T. A. Tholl, Clerk, recently spent several days in Wilson, N. C., visiting friends.

J. B. Adams, Clerk, NY Cabin, has been granted a thirty-day leave.

G. L. Graham, Brakeman, and wife, recently spent several days in Richmond, Va.

## Maintenance of Way

W. S. Upshur, Jr., Correspondent

P. H. Hicks, Section Foreman, and wife, spent the week-end in Stokes, Va., as the guest of Mr. Hicks' parents.



W. S. Upshur, Jr.

Richard Brooke, Engineer, Maintenance of Way, and T. H. Greene, Division Engineer, were business visitors on the Terminal.

Virginia Leake, daughter of C. C. Leake, Supervisor of Buildings and Bridges, spent the week-end in Richmond, Va., as the guest of Mrs. B. W. Cole.

R. E. Nash, Carpenter, who underwent an operation at the Company Hospital at Clifton Forge, Va., is recuperating nicely.

Mr. Price, from the Office of the Division Engineer, returned to Richmond, Va., after a business trip to Newport News.

C. R. Fitzgerald, Section Foreman, returned from a week-end visit to his home in Waynesboro, Va.

V. O. Gentry, Carpenter, and wife, returned from a motor trip to Green County, Va., where they spent the week-end.

Arthur Ballew, young son of J. T. Ballew, Section Foreman, is getting along nicely, after having an operation performed on his foot.

G. A. McAlwee, Blacksmith, and his sister, Hilda McAlwee, spent a few days visiting friends in Windsor, Va.

E. M. Barker, of Washington, D. C., was a recent visitor at the home of his uncle, R. C. Barker, Carpenter Foreman.

Ruth Salmon, daughter of B. B. Salmon, Section Foreman, who has been quite ill at the Elizabeth Buxton Hospital, is reported to be rapidly improving.

G. W. Nash, Carpenter, who was called to Clifton Forge on account of the illness of his brother, R. E. Nash, Carpenter, has returned to Newport News.

## Norfolk, Va.

Joe O'Meara, Correspondent

Mrs. Aubrey O'Herron, wife of Commercial Agent, has returned from a visit at Covington and Cincinnati.

Mrs. A. J. Parsons, wife of Cashier, visited at Raleigh, N. C., during April.

E. C. Curling, Rate and Bill Clerk, who was treated at Clifton Forge Hospital for several weeks, has returned to work, fully recovered.



Joe O'Meara

Traveling Auditors Rice and Seay visited Norfolk during April.

Mrs. E. C. Pettit, wife of Yardmaster, with a party of friends, attended the Shenandoah Valley Apple Festival.

L. B. Tucker, Yardhouse Foreman, has received his Safety Card, for having had no

reportable accidents to men under his jurisdiction for the past five years. R. C. Michaux, in charge of force at Portsmouth, Va., has received card for having had no accidents for one year.

## CHICAGO DIVISION

L. F. Scoven, Associate Editor

K. H. Knox, Assistant Trainmaster; G. A. Zipperian, General Yardmaster; C. T. Markli, Road Foreman of Engines, and H. A. Bertram, Assistant Division Engineer, attended the ninth annual meeting of the Safety Section, American Railway Association, held at the Claypool Hotel, Indianapolis, Ind., April 23 to 25.



L. F. Scoven

L. B. Chalkley, Chief Clerk to General Superintendent, has been granted a leave of

absence. His position is being filled by L. F. Scoven, Accountant, during his absence.

Tommy Peoples, son of F. M. Peoples, Dispatcher, and Jimmy Swartz, son of W. A. Swartz, Chief Dispatcher, have recovered from measles.

J. F. Shafer, representing L. B. Allen's Office, Richmond, Va., was a business visitor in Peru March 25.

K. J. Krauskopf, Timekeeper, and wife, spent the week-end of March 23, in Milwaukee, Wis.

H. W. Derbyshire, Switchtender, and C. A. Clifton, Brakeman, visited relatives and friends in Huntington, W. Va., and Cincinnati, O.

A. W. Leibfarth, Road Foreman of Engines, and family, have moved into their recently-acquired home, at 57 East Spring St., Peru.

Mrs. E. E. Mercer, File Clerk, was the guest of her daughter, in Cincinnati, in April. Gaylord Schmidt has been employed to fill a temporary vacancy of Stenographer in the Trainmaster's Office, Peru.

G. J. Derbyshire, General Superintendent, attended a meeting of the Board of Governors of the Hospital Association, Richmond, Va., April 23.

Samuel Maas, first trick Operator, Brighton, O., has been retired from service.

R. B. Payne, Special Agent, and wife, attended a two-days' conference of the In-

diana Police Chiefs' Association, at South Bend, Ind. A special feature was the banquet given by the Notre Dame University, and entertainment was furnished by their own speakers, their Glee Club, and Athletic Club. The meeting was presided over by the Rev. Father Donahue, of Notre Dame.

Safety Instruction Car, in charge of D. E. Satterfield, Assistant Safety Inspector, was on the Chicago Division early in April. Moving pictures pertaining to Safety measures and the prevention of accidents were shown, and the classes at Peru were very well attended.

William Brown, of New York City, visited his parents, Thomas Brown, Engineer, and wife, Peru, during March.

B. C. Potter, Roundhouse Foreman, and wife, have returned from a month's visit in Miami, Fla.

Herschel Wheeler, son of W. R. Wheeler, Dispatcher, has recovered from an illness.

O. E. Rife, Telegraph Operator, Peru, was called to Roann, Ind., March 29, by the death of his father, the Rev. J. D. Rife, who had been ill for several months. The Rev. Mr. Rife was a retired minister of the Church of the Brethren. Funeral services were held March 31, at the Church of the Brethren, Roann, Ind., and burial was made in Vernon Cemetery, Wabash County.

J. W. Carter, Gang Foreman, Peru Shops, has recovered from injuries sustained in an automobile accident.

S. Ryan, Supervisor of Track, and wife, spent the week-end of March 23 in Kansas City, Mo.

Otto Lieurance, Switchman, and family, and Darwin Deal, Switchman, and wife, were called to Hollingsburg, O., March 23, on account of the death of Mrs. Lieurance's aunt.

A. C. McNary, Engineer, Peru, has received word of the promotion of his brother, Stacey L. McNary, to the presidency of the Security Savings Bank and Trust Co., of Toledo, O. His many friends in this city will be glad to hear of his good fortune.

Olive Shearer, Stenographer, General Superintendent's Office, visited relatives in Chicago, during April.

A pretty party was that given by E. J. Schwaegerle, Brakeman, and wife, in honor of the fifth birthday of their daughter, Ella Louise, April 13. Games and contests were enjoyed, Billy Zipperian, son of General Yardmaster, being awarded one of the prizes. Pink tulips, sweet peas, tapers and streamers made attractive the dining room and tables where the youngsters were served with dainty confections. Mrs. George Schwaegerle, wife of Conductor, assisted in serving.

Mrs. J. V. Mahaney, wife of former Machinist, Peru, had as guests, in April, her daughter, Margaret Mahaney, and her son, Louis Mahaney, and wife, of Chicago.

C. Hartleroad, Brakeman, has completed a series of Pasteur treatments which he took as the result of a bite from a rabid dog, owned by J. W. Sweeney, Conductor.

R. L. Johnson, Operator, has returned from a three-weeks' trip through Texas.

P. B. Nichelson, Timekeeper, and wife, attended a theater party in Indianapolis, Ind., April 23.

C. A. Marsh, Special Officer, Peru, arrested Tommy Jones, colored, who has been wanted for a murder in Cincinnati, O., since August 11, 1928. He was apprehended by Mr. Marsh on the Chesapeake and Ohio camp cars at Twelve Mile, Ind., April 19, and turned over to Cincinnati authorities for prosecution.

Dr. F. A. Malmstone has been appointed Company Surgeon at Griffith, Ind., and Dr. H. W. McCreary has been appointed Company Surgeon at Liberty, Ind.

H. A. Bertram, Assistant Division Engineer, has resumed duty after an extended illness.

Mary Davis, student at West Virginia University, Morgantown, W. Va., spent her Easter vacation with her parents, B. V. Davis, Division Engineer, Peru, and wife.

Charles Guendling, Painter Foreman, and wife, had as guests, March 24, Mr. and Mrs. Joseph Schwint and daughter, Eva McCalla, and Ralph Wooton, of Lafayette, Ind.

Narrowly missing his eyes, a B. B. shot from an air rifle lodged in the forehead of eight-year-old Howard Stanfield, son of Ray Stanfield, Brakeman, Peru, when the gun was accidentally discharged, April 8. The accident occurred while playing in the yard of the Stanfield home. He has fully recovered.

Marietta Waite, Stenographer, Stores Department, was a business visitor in Cincinnati March 25.

Frank Hoag, Messenger, was the winner of a beautiful blanket, given by the American Legion in their recent membership drive.

C. T. Bryant, General Foreman, is the owner of a new sedan.

D. C. Boy, Industrial Agent, of Huntington, W. Va., was a business visitor at Peru.

Howard Thomas, Clerk, Master Mechanic's Office, Peru, was a Cincinnati visitor March 26.

Ruth Shroyer, Stenographer to Division Freight Agent, Muncie, Ind., was the guest of Amy Chalkley, Car Tracer at Peru.

C. A. Snodgrass, Supervisor of Track, Muncie, Ind., has recovered from a serious operation, and resumed duty. The week-end of April 6 he was visited at Rochester, Minn., by his daughters, Thelma and Maxine, and his parents, H. Snodgrass, Section Foreman, Losantville, Ind., and wife.

Mrs. G. J. Derbyshire, wife of General Superintendent, and H. W. Derbyshire, Switchtender, visited relatives in Huntington, W. Va., and Ashland, Ky., in April.

J. M. Weeks, Supervisor of Timekeeping; A. Thompson, Efficiency Expert, and M. B. Gould, Traveling Accountant, checked the Chicago Division Motive Power Department during April. Mrs. Gould accompanied her husband to Peru.

Paul Chapin, Assistant Cost Engineer, wife and daughter, Virginia, have returned from a visit to relatives in Indianapolis, Ind.

J. W. Haynes, Member of Rules Committee, of Roncove, W. Va., was a business visitor at Peru.

C. F. Woodruff, Timekeeper, and wife, spent April 21 in Greenfield and Indianapolis, Ind.

George Cunningham, Clerk, Maintenance of Way Department, has recovered from a tonsil operation.

J. W. Iseley, Manager of FitzGerald and Company, Silver Grove, Ky., was a visitor in the General Offices at Peru.

Amy Chalkley, Car Tracer, has returned from a delightful vacation, spent in Seattle, Wash., and Vancouver, B. C., where she was joined by her sister, Nellie, who is a student in the University of California. Nellie will spend the summer with her parents, L. B. Chalkley, Chief Clerk to General Superintendent, and wife.

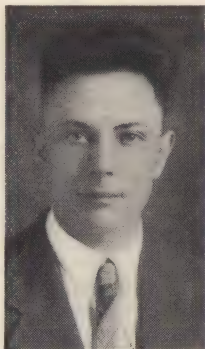
David Kistler, father of D. L. Kistler, Conductor, and Mrs. G. T. Dixon, wife of Engineer, Peru, died at Fort Benton, Mont., April 22, after several months' illness. Funeral services were held at Peru, April 26, and burial was made in the Orman Cemetery, Columbus City, Ind.

E. C. Murphy, Dispatcher, is the proud owner of a new coupe.

## Mechanical Department

R. C. Clingenpeel, Correspondent

Charles Guendling, Painter Foreman, was off duty several days in April, on account of the death of his aunt.



R. C. Clingenpeel

Chester Weist, Machinist, has entered the Irene Byron Sanatorium, at Fort Wayne, Ind.

Mrs. John Seim, wife of Accountant, has recovered from a serious illness.

Jack Long, of Kewanna, Ind., has accepted a position of Stenographer-Clerk in the General Foreman's Office.

Harry Zipperian, Machinist, has returned to his home in Peru, after several weeks in the hospital at Clifton Forge, Va.

Paul Wright, Huntington, W. Va., has been employed as Pipefitter in Peru Shops.

Karl Koontz, Machinist, has returned to service, after ten days' absence due to sickness.

W. W. Wilson, Car Foreman, and L. J. Lurz, Gang Foreman, have returned from Speers Hospital, Dayton, Ky., where they were confined for several weeks.

Leoros Rody, Laborer, has been promoted to position of Machinist Helper.

James Foreman, Fireman, is recuperating from an appendix operation, performed at Dayton, Ky.

Frank Hilgeman, Machinist, and family, were called to Fort Wayne, Ind., April 16, by the death of Mr. Hilgeman's nephew.

J. P. Ragan, Richmond, Va., has been employed as Machinist in Peru Shops.

R. G. McKee, Master Mechanic, attended a meeting of Master Mechanics in Huntington, W. Va., during April.

Joe Martin, Machinist, and wife, visited Mrs. Martin's mother in Detroit, Mich.

Marion Bennett, Laborer, was a Detroit, Mich., visitor in April.

## Terminal to Terminal

L. C. Jones, Correspondent

J. E. Lutz, Train Baggage-man, has moved his family from Covington, Ky., to Peru, Ind.



L. C. Jones

Mrs. J. S. Seyfried, wife of Brakeman, Peru, and son, John, visited in Cincinnati. Mr. Seyfried recently moved his residence to Peru.

Mrs. A. Hill, wife of Car Oiler, Cincinnati, and daughters, Mary and Vivian, visited at Gaston, Ind.

Esther Jackson, daughter of Car Inspector, Cincinnati, visited at Gaston, Ind.

Mrs. K. E. Howell, wife of Brakeman, Peru, was called to Latonia, Ky., by the illness of a relative.

W. R. Smith, Fireman, Stony Island, Ill., visited home-folks at Peru.

A. G. Barnett, Operator, Merrillville, Ind., has purchased a new coach.

Mrs. S. Raver, wife of Road Mechanic, Peru, visited at Janney and Richmond, Ind.

E. Larkin, Car Service Agent, Chicago, made a business trip to Covington, Ky.

J. C. Stewart, Passenger Conductor, Peru, has purchased a farm.

C. A. Clifton, Brakeman, Peru, has returned from New Orleans, La., where he enjoyed the Mardi Gras.

Mrs. J. L. Harris, wife of Conductor, Peru, visited at North Judson, Ind.,

K. E. Howell, Brakeman, Peru, and wife, visited in Chicago.

Mrs. M. J. Ford, wife of Brakeman, Covington, and daughter, Beverley, were Richmond, Ind., visitors.

D. Barkey, Section Foreman, Kewanna, Ind., was in Peru April 14.

W. A. Brown, Section Foreman, has been transferred from Malden to Fowlerton, Ind.

L. E. Decker, Fireman, Peru, wife and son, Eldon, visited at Hammond, Ind.

W. Alliger, Fireman, Peru, made a business trip to Chicago.

Mrs. W. Smith, wife of Passenger Conductor, Cincinnati, was a Peru visitor.

A. C. Putts, Clerk, Cheviot, O., has returned from a visit to Baltimore, Md., and Washington, D. C.

C. Howell, Brakeman, Cheviot, was the guest of relatives in Salt Lick, Ky.

Mrs. E. R. Hall, wife of Foreman System Electricians, Huntington, W. Va., and son, Elmo, visited at Hammond, Ind.

S. Maas, Operator, Brighton, O., and wife, were in Peru April 18.

D. C. McAllister and A. Waltz, Engineers, Cheviot, visited at Peru, and attended the initiation of Frank Tillet, Engineer, Peru, the Ancient Free and Accepted Masons.

B. J. Boertlein, Conductor, Peru, wife and sons, Earl, Paul, and George, and daughter, Betty Jane, visited in Cincinnati.

Mrs. E. B. Richardson, wife of Section Foreman, Twelve Mile, Ind., and daughter, Fola, shopped in Peru.

George Blessing, Cook, Water Service Gang, Griffith, Ind., has returned from a visit to Kingsport and Churchill, Tenn.

R. R. Cloud, Brakeman, Peru, is sojourning in California.

Mrs. T. F. McBride, wife of Lineman, Peru, and son, Junior, were visitors at Gauley Bridge, W. Va.

M. R. Bailey, Operator, Gaston, Ind., and family, shopped at Muncie.

S. C. Lostetter, Engineer, and H. Evans, Brakeman, Cheviot, have taken positions out of Peru.

V. Hartleroad, Conductor, Peru, has purchased a new sedan.

Mrs. H. H. Miller, wife of Engineer, Cheviot, has returned from an extended visit at Hammond, Ind.

Ray Bostic, Conductor, Peru, visited in Minneapolis, Minn.

Mrs. Martha Kennedy, Peru, and daughter, Dorothy, visited E. W. Kennedy, Car Inspector, at North Judson, Ind.

Mrs. G. E. Hanaway, wife of Operator, Miami, O., visited at Amboy, Ind.

Mrs. Wm. Wescott, wife of Ditcher Foreman, Peru, visited at Urbana, Ind.

Hazel Fuqua, daughter of V. S. Fuqua, Brakeman, Cheviot, was a Peru visitor.

J. F. Knipp, Agent, Fulton, Ind., has transferred to Fowlerton, Ind.

H. R. Cain, Operator, Okeana, O., has accepted the agency at Malden, Ind., and moved his family to that point.

C. B. Riggle, Agent, Malden, has been transferred to Fulton, Ind.

Cecil Crull, Clerk, Peru, visited at Anderson, Ind.

Mrs. W. W. Wilson, wife of General Car

Foreman, Peru, and daughter, Mary, visited in Cincinnati and Dayton, Ky.

Mrs. L. C. Jones, wife of Conductor, Covington, visited in Russell, Ky.

L. C. Jones, Conductor, Covington, has returned from Russell, Ky., where he conducted a three-weeks' evangelistic campaign in the Young Men's Christian Association, Yards, Shops, schools and churches.

## Richmond, Ind.

C. A. Blair, Correspondent

K. H. Knox, Assistant Trainmaster, and family, spent April 7 in Indianapolis, Ind.



C. A. Blair

George A. Wessell, Car Inspector, was a Cincinnati visitor April 7.

W. G. Hammack, Claim Agent, Peru, transacted business at Richmond April 8.

Fred R. Moore, first truck Operator, has returned from Huntington and Hinton, W. Va.

Helen Ball, Claim Clerk, has recovered from an operation in Clifton Forge Hospital and resumed duty. She was relieved by Mrs. Alta Lewis.

H. S. Patterson, Fuel Supervisor, was a visitor April 9.

C. Young, Freight House Foreman, attended the Co-Operative Meeting at Peru, in April.

Tom Carroll, Switchman; E. J. Eastin, Supervisor, and K. H. Knox, Assistant Trainmaster, attended the Safety First Meeting at Peru April 9.

William Courtney, Crossing Watchman, and family, were called to Muncie by the illness of a relative.

Safety First Instruction Car was at Richmond April 10, giving instructions to all employees. The class was largely attended.

G. J. Derbyshire, General Superintendent, and family visited K. H. Knox, Assistant Trainmaster, and family, April 14.

W. A. Swartz, Chief Dispatcher, Peru, was a business visitor April 16.

John Marino, Section Foreman, and Herbert Eastin, Clerk to Supervisor, were Cincinnati visitors during April.

The Water Service Force has been reorganized, and Pearl Mosier has been promoted from Helper to Foreman.

Mrs. H. F. Hoepfner, wife of Engineer, Peru, and daughter, Betty Jane, visited at Richmond during April.

C. A. Blair, Vice-President of the Chesapeake and Ohio Railway Veteran Employees' Association, Chicago Division, attended a meeting of the Executive Committee at Hotel Gibson, Cincinnati, April 20.

Mrs. Otto Lieurance, wife of Yard Conductor, Peru, was a visitor at Richmond April 14.

Mrs. Harold Raver, wife of Pumper, Janney, Ind., was the guest of her parents, E. J. Eastin, Supervisor, and wife, during April.

William Matti is working here as Engine Watchman during the time that work trains are being operated from Richmond.

B. V. Davis, Division Engineer, Peru, and F. S. Harris, Deduction Clerk, Muncie, were Richmond visitors April 18.

Mrs. A. F. Newhouse, wife of Caller, Peru, and son, Alfred, visited at Richmond.

Helen Eastin, daughter of E. J. Eastin, Supervisor of Track, Richmond, visited relatives at Janney, Ind.

## Boston, Ind.

A. J. Schini, Correspondent

R. E. Brattain, Yard Clerk, has taken a position as Check Clerk at Richmond.



A. J. Schini

E. R. Brinton, Assistant General Storekeeper, Covington, Ky., was a business visitor during April.

L. C. Clinkinbeard, Storekeeper, wife and daughter, Jacqueline, spent Easter Sunday with relatives at Covington.

C. D. Stipp, Operator, and wife, were the guests of relatives at Valparaiso, Ind. Mr. Stipp was relieved by M. O. Wolfe.

R. H. Holder, Coal Crane Operator, and daughter, Marcella, have returned from Nashville, Tenn., where they were called by the illness of Mr. Holder's brother.

W. B. Benner, Car Inspector, has resumed duty, after an illness.

B. F. Bryant, Director Health and Recreation, Richmond, Va., was the principal speaker at a banquet given in honor of the Boston High School boys' and girls' basketball teams.

T. P. Johnson, Operator, made a business trip to Cincinnati.

Mrs. C. W. Frazee, wife of Fireman, and children spent Easter Sunday with relatives at Miami, O.

W. R. Bymaster, Yard Brakeman, has taken the second trick at Boston, displacing T. L. Mitchell, who has taken the second trick at Richmond.

W. B. Tummins, Clerk to Storekeeper, Stevens, visited L. C. Clinkinbeard, Storekeeper, and wife.

B. T. Packer, Car Repairer, and R. H. Davis, Switchman, are driving new automobiles.

Harry Newman, Clerk and Correspondent, has been granted a leave of absence. His position is being filled by R. J. Wright, Peru. James Peck, General Foreman, made a business trip to Peru.

Mrs. C. F. Kennedy, wife of Passenger Conductor, Covington, visited her mother, Mrs. A. H. Piper, Boston.

H. A. Carrico, Switchman, attended the Co-Operative Committee Meeting at Peru, April 9.

B. T. Packer, Car Repairer, attended a registered shoot of the Indianapolis Gun Club, Indianapolis, Ind., April 17.

C. D. Stipp, Operator, and wife, and L. C. Clinkinbeard, Storekeeper, and wife, motored to Middletown, O.

## Marion, Ind.

Harry H. Weirich, Correspondent

Carl Kurz, Car Inspector, has resumed work after two weeks' at Clifton Forge Hospital. T. A. Young, Car Inspector, assumed Mr. Kurz's duties during his absence.

G. W. Bonnell, Supervisor of Agencies, was a business visitor at Marion Freight Office during April.

Louise Fowler, Cashier, is driving a new, closed car, and spent April 14 at Lake Wawasee.

Harry Johnson, Brakeman, Peru, wife and son, visited relatives during April.

Will Turner, Sectionman, was the guest of relatives and friends in and around Maysville, Ky., the week-end of April 7.

A. J. Schini, Yardmaster, Boston, Ind., was a visitor at Marion March 21.



Harry H. Weirich

S. L. Priser, Operator, has completed the radio on which he has been working for a long time. The cabinet is constructed of antiquated furniture, and presents a marvelous piece of handiwork.

W. A. Rinehart, Ticket Agent, is driving a new, closed car.

L. L. Bond, former Crossing Watchman at Marion, and now Gate

Tender at Muncie, was a recent visitor.

Val Roedel, Road Mechanic, Peru, was at Marion April 8, to rearrange several water pipes which were disconnected last Fall to prevent freezing.

Ward Hubbard, Report Clerk, and wife, spent April 7 with his sister at Frankfort, Ind.

R. D. Fisher, Check Clerk, wife and family, spent April 21 in Cincinnati, where they attended a ball game.

William Gregg, Electrician, Peru, drove his new, closed car to Marion recently, on business.

C. G. Patton, Conductor, Peru, and wife, were at Marion April 7, and attended the opening show at the new talkie theater.

Fred W. Keil, Rate Clerk, has moved into a new home on South Branson Street, Marion.

## Muncie, Ind.

W. S. Marquell, Correspondent

J. E. Rouch, Freight Agent, and wife, were visitors at Fulton, Ind., March 31.



W. S. Marquell

G. A. Schultz, Switchman, was in attendance at the Safety First Meeting at Peru in April.

Robert Claban, Sectionman, visited friends in Cincinnati during April.

M. D. Wood, Ticket Agent, and wife, visited at Anderson, Ind.

C. A. Ryan, Traveling Auditor, is the owner of a new automobile.

Mrs. F. M. Peoples, wife of Train

Dispatcher, Peru, and son, Thomas, were the guests of her parents in this city.

W. C. Carpenter, Yard Clerk, and wife, were visitors at Alexandria, Ind.

F. S. Harris, Assistant Cost Engineer, was a visitor at the Co-Operative Meeting at Peru April 9.

Bertha L. Hamilton, Report Clerk, and sister, Myra, spent a short time in Indianapolis during April.

W. A. Brown, Section Foreman, Malden, Ind., has bid in the Foremanship at Fowler-ton, Ind., vacated by W. T. Wright, deceased.

E. J. Eastin, Supervisor, Richmond, Ind., visited his father-in-law, A. J. Weddle, Crossing Watchman, who is quite ill.

D. M. Smith, Cashier, is recovering nicely from an operation performed in January.

H. F. Shaw, Division Freight Agent, and H. A. Clark, Traffic Manager, Ball Brothers Company, made a business trip to Richmond, Va., in April.

C. A. Ryan, Traveling Auditor, attended a meeting of Auditors at Louisville, Ky., April 16.

J. E. Rouch, Freight Agent, attended the Chicago Division Loss and Damage Committee Meeting at Marion, Ind., March 27.

Mrs. T. J. Ingersoll, wife of Traveling Auditor, Huntington, W. Va., and children, spent Easter with relatives in this city.

C. W. Kennedy, Yardmaster, and H. J. Smith, Operator, were in attendance at the Co-Operative Meeting at Peru April 9.

T. C. Dickson, Yard Clerk, attended the funeral of his grandmother, at Farmland, Ind., April 16.

F. G. Allison, third trick Operator, has gone to Hot Springs, Ark., for an indefinite stay. He is being relieved by C. G. Henning.

Mary Ellen Newton, daughter of J. G. Newton, Fireman, and wife, has recovered from a tonsil operation.

Mary Margaret DeLong, daughter of C. E. DeLong, Operator, has recovered from a brief illness and returned to school.

C. A. Snodgrass, Supervisor of Track, has returned from Mayo Brothers' Sanitarium, Rochester, Minn., very much improved in health, and expects to resume duty in a few weeks.

The Office of the Supervisor and Force has been moved to Stony Island, Ill. They have taken offices in the Passenger Station, until the remodeling of the Freight House and Office is completed.

Catherine Roberta and Barbara Ethel, daughters of W. S. Marquell, Chief Clerk, visited in Elwood, Ind., during their Spring vacation.

Among the visitors at this station during April were G. J. Derbyshire, General Superintendent, Peru; E. Larkin, Car Service Agent, Chicago; G. W. Bonnell, Supervisor Station Service, and J. W. Haynes, Member Rules Committee, Roncverte, W. Va.

## Chicago General Office-- Traffic Department

Marion Smolke, Correspondent

A. P. Gilbert, Freight Traffic Manager, Richmond, Va., was a visitor at this office April 3, while in Chicago attending a meeting of the Central Traffic Executive Committee.

R. F. Williams, Traveling Freight Agent, Detroit, Mich., formerly Chief Clerk to Assistant General Freight Agent, this office, was a recent visitor.

Edith Salisbury, Stenographer, has returned from Hannibal, Mo., where she spent several days with friends.

L. M. Johnson, Assistant to General Freight Agent, spent the week of April 8 in Atlanta, Ga., where he attended the Central Freight Association Meeting.

V. C. Crull, Assistant Rate Clerk, and wife, visited relatives at Peru, Ind., the week-end of April 20.

F. J. Vanderblue, Assistant General Freight Agent, attended the Ohio River-Mississippi Valley Meeting, March 30, in New Orleans.

Mildred Cagney, Westbound Tracing Clerk, has resumed duty after several days' absence, on account of illness.

Dorothy Marie Caraher, Secretary to Assistant General Freight Agent, is one of the new members of the surpliced choir of St. Patrick's Church, Chicago.

W. R. Haines, Traveling Coal Freight Agent, wife and daughter, have moved their residence from Covington, Ky., to Chicago.

L. M. Johnson, Assistant to General Freight Agent, was a business visitor in St. Louis, Mo., April 15.

Out-of-town visitors were R. H. Vaughan, General Through Freight Agent; H. F.

Shaw, Division Freight Agent; A. M. Glassmeyer, General Traveling Agent; G. W. McKenzie, Special Service Agent; R. C. Creager, Assistant Foreign Freight Agent; D. C. Boy, Industrial Agent, and George Wood, General Western Freight Agent.

## Chicago General Office

Florence Quinlan, Correspondent

Val Smith, Claim Inspector, attended the Claim Prevention Meeting at Marion, Ind., March 27.

Catherine Spinner, Switchboard Operator, entertained the radio audience over Chicago Radio Station WIBO Easter Sunday, with the following vocal selections: In the Gloaming, Kerry Down, Out of the Shadows, Carry Me Back to Old Virginny, and Danny Boy.

J. A. Barker, Superintendent of Terminals, and wife, motored to Peru April 8, to attend the funeral of a friend.

George Wolfe and wife, of Chanute, Kan., brother and sister-in-law of Claudette Wolfe Roche, Secretary to Superintendent of Terminals, were Chicago visitors, April 17 and 18.

Florence Quinlan, Stenographer, entertained the Xi Alpha Mu Sorority at her home April 2.

G. J. Derbyshire, General Superintendent, and wife, were Chicago visitors during April.

Catherine Spinner, Switchboard Operator; Claudette Wolfe Roche, Secretary to Superintendent of Terminals, and Florence Quinlan, Stenographer, attended the Sells-Floto Circus, at the Coliseum, April 12.

J. A. Barker, Superintendent of Terminals, attended the General Managers' Association Meeting at the Union League Club March 29.

Claudette Wolfe Roche, Secretary to Superintendent of Terminals, was present at the christening of her nephew, Edward Joseph McCarthy, Jr., aged three weeks, at Ascension Church, Oak Park, Ill., April 14.

Recent visitors in the Transportation Department were F. J. Ginn, Superintendent of Agencies; R. F. Williams, Traveling Freight Agent; J. D. Clark, Fuel Supervisor; H. S. Patterson, Traveling Fireman; L. S. Ward, Traveling Car Inspector, and W. W. Wilson, General Car Foreman.

## Chicago Local Freight Office

Erna Bishop, Correspondent

Nell R. Greisheimer, Clerk, entertained her cousins, Mr. and Mrs. Frank Nelson, of Tulsa, Okla., with a bridge party of twelve of their friends.



Erna Bishop

R. E. Magee, Check Clerk, has been awarded a position of File Clerk.

T. L. Heuser, Statement Clerk, has been promoted to General Clerk.

F. J. Ginn, Superintendent Agencies, Huntington, W. Va., was a business visitor.

M. Gurney, Expense Bill Clerk, has returned from a vacation in New York City.

T. J. Walsh, General Foreman; E. F. Clarke, Agent; V. E. Smith, Traveling Claim Adjustor, and Erna Bishop, Stenographer, attended a meeting of the Chicago Division Loss and Damage Committee at the Association of Commerce Building, Marion, Ind., on March 27.

A. H. O'Meara, Claim Prevention Agent, Richmond, Va., visited at South Water Street.

J. J. O'Donnell, Bill Clerk, has returned from his vacation.

G. J. Gross, Clerk, is the proud owner of a new car.

T. J. Madden, Clerk in the Claim Department, has been awarded a position of Over, Short and Damage Clerk in the Warehouse Office.

H. F. Tuley, Assistant Chief Clerk, attended the Co-Operative Meeting at Peru April 9.

J. R. Dawson, Safety Inspector, Ashland, Ky., attended the regular monthly meeting of the Chicago Terminal Safety First Committee April 10.

Susan Scott, Dictaphone Operator, was the guest of relatives in New York City.

T. J. Ingersoll, Traveling Auditor, Huntington, W. Va., and J. R. Sweetman, Traveling Auditor, Washington, D. C., checked Chicago Freight Office in April.

M. Motherway, Check Clerk, spent his vacation in Milwaukee, Wis.

Jeanne Barrett, Comptometer Operator, visited friends at Muncie, Ind.

E. Fischer, Clerk; W. W. Casey, Notice Clerk; D. J. Laughlin, Route Clerk, and T. Sroga, T. Tocarz and E. Swedo, Messengers, attended a dance in Holy Trinity Hall, on April 14.

D. J. O'Connell, Messenger, visited a friend at Hammond, Ind.

Mickey Frucci, Truck, spent a week with his parents in Niles, Mich., early in April.

P. Barry, Over, Short and Damage Clerk, has been awarded position of Check Clerk.

T. A. Hansen, Claim Clerk, has returned from his vacation.

Erna Bishop, Stenographer, visited relatives at Mooresville, Ind.

The Chesapeake and Ohio Railway was well represented at the Chicago Junction Railway Dance, held at the Trianon Ballroom April 7. Those attending from this office were Carol Eberle, Car Record Clerk; T. J. King, Chief Rate Clerk; E. Fischer, Clerk, and D. J. Laughlin, Route Clerk. The Assistant General Freight Agent's Office was represented by Dorothy Caraher and Marion Smolke, Stenographers.

E. A. Metz has been employed and assigned the position of Clerk in Cashier's Office.

C. A. Ryan, Traveling Auditor, was a business visitor.

F. B. Sweet, Clerk in Claim Department, was called to Mingo, Ia., by the death of a relative.

E. F. Clarke, Freight Agent, attended the Chicago Claim Conference at the Sherman Hotel April 18 and 19.

Jeanne Barrett, Comptometer Operator, entertained her nieces, Marjorie, Virginia and Jeanne Owens, of Waukegan, Ill.

Mrs. R. V. Layman, wife of Clerk, and sons, Robert, Richard and Paul David, were the guests of relatives in Russell, Ky.

Walter, Jr., aged seven years, and Eugene, aged four years, sons of Walter J. Slania, Chief Clerk, have recovered from an illness.

W. A. Filkins, Supervisor Warehouse Service, was a business visitor.

Steve Maggio, Delivery Clerk, visited at Rockford, Ill.

A. C. Hobson, representing Office of the Superintendent of Transportation, Richmond, Va., was a business visitor.

M. Cross and R. B. Crego, former employees, visited the office during the lunch period April 19.

John Gallivan, Clerk in Claim Department, was the guest of his parents, at Columbia City, Ind., in April.

E. F. Clarke, Freight Agent, made a business trip to Hammond, Ind.

R. B. Payne, Special Agent, Peru, was a business visitor.

Nell R. Greisheimer, Clerk, entertained in honor of the birthday of her brother-in-law, R. W. Swain, Chief Clerk to Assistant General Freight Agent, former Chief Clerk to Freight Agent, on April 12.

John Avey, Clerk, visited at Muncie, Ind.  
J. J. O'Donnell, Bill Clerk, has purchased a new sedan.

## CINCINNATI DIVISION

Bess Brady, Associate Editor

On Monday, April 15, a meeting of the young men of Covington Terminal was held at the Railway Y. M. C. A. Dinner



Bess Brady

was served to thirty-six young men and the following officers: H. N. Walters, Assistant Superintendent; A. E. Hannas, Trainmaster; W. V. Hinerman, General Foreman; J. T. Earle, General Freight Agent; E. H. Eshelman, Yardmaster, and A. M. Glassmeyer, Secretary of the R.

R. Y. M. C. A. M. G. Kuch, Chief Clerk to Master Mechanic, acted as Toastmaster, and introduced as the principal speaker of the evening, Mr. Wave, Physical Director of the City Y. M. C. A., and also E. W. Belew, Machinist, President of the Young Men's Club, whose talks aroused much interest. It is hoped that this interest will continue to exist among those who were present to the extent that they will be influential in bringing other young men into this club.

Mrs. Catherine McNamara, mother of John McNamara, Chief Clerk to Assistant Trainmaster at Stevens, and Mrs. Gertrude Mathais, Timekeeper, Transportation Department, at Covington, passed away at the home of her daughter, at Fort Mitchell, Ky., on Friday, March 19. Mrs. McNamara was buried at her former home in Mount Sterling, Ky.

Irene Lyons, Pass Clerk, has returned to her desk, after a brief illness.

Robert Green, Pipefitter, Covington Shops, has moved into his new home, on Warren Boulevard, Covington.

L. A. Adams, Machinist Helper, and wife, recently visited relatives at Lexington, Ky.

Those who attended the Younger Men's Conference, held at Huntington, W. Va., April 18 to 20, from Cincinnati Division were Leo Franxman, Clerk, General Foreman's Office, Covington; James Powers, Machinist Apprentice, and R. E. Bryant, Electrician Apprentice, of Covington Shops; Charles Remley and John Luscheck, Messengers, Superintendent's Office, Covington, and Thomas Sage, Clerk at Stevens; Charles Price, Wm. Brausch and John Smith, Machinist Apprentices at Stevens Shops. R. E. Bryant was elected president of the conference.

Malloy Powers, Assistant Abstract Clerk, Mechanical Department, was absent from his desk for several days during the first part of April, on account of illness.

F. C. Donahue, Machinist, and wife, spent a few days with relatives at Louisville, Ky.

D. P. Sawyer, Apprentice Instructor, was a visitor at Covington Shops recently.

F. N. King, Lead Machinist, spent several days with relatives at Pittsburgh, Pa.

Milton Brossart, George Diepmiering and Chevier Lusk, Apprentices, have completed their cottage on the river for use during the summer.

Stanley Todtenbier, Electrician Apprentice, has purchased a motor boat, which he has afloat on the Ohio River.

Alex McNery, Machinist Helper, has returned from a vacation spent at Washington, D. C.

John Hutchinson, Machinist Apprentice, visited relatives at Dayton, O., during the month of April.

Herman Stoerr, Boilermaker, has returned to work, after an extended visit at Hot Springs, Ark.

William Funke, Machinist Apprentice, has just completed a course in public speaking at University of Cincinnati.

James Mee, Sr., Machinist, has returned to work, after two months' absence, on account of illness.

Ralph Fry, Machinist, spent several days at Lexington, Ky., during the racing season.

Henry Bracke, Machinist, and family, enjoyed a trip recently to Washington, D. C., and other interesting points.

Martin Donnelly, Machinist, has purchased a small farm at Crescent Springs, Ky., which he will occupy in the near future.

Mrs. W. V. Hinerman, wife of General Foreman, together with her sons, Phillip, Joe and John, visited relatives at Huntington, W. Va., the week of April 15.

## Stores Department

K. R. Lutz, Section Storekeeper, and wife, visited relatives and friends at Peru, Ind.

J. E. Mahaney, Superintendent of Stores, was a business visitor at Covington Store on April 5 and 26.

E. R. Brinton, Assistant General Storekeeper, and Mrs. Brinton, spent a very delightful vacation at Little Rock, Ark., visiting relatives and friends at that point.

F. D. Love, Section Storekeeper, has taken a thirty-day leave of absence. Orlandor Austin has been appointed Section Storekeeper in the absence of Mr. Love.

L. M. Krout, Storekeeper, Stevens, was a business visitor at Huntington April 12 and 13.

L. Bosso, Section Storekeeper, has returned to work, after a brief illness.

J. A. Mason has been appointed a Section Storekeeper at Stevens.

Mrs. L. M. Krout, wife of Storekeeper, visited Mr. Krout's relatives at Medina, O., during the month of April.

Mr. Thomas, of Huntington General Store, checked records at Stevens on April 18 to 23, inclusive.

## Maintenance of Way Department

Marge Arens, Correspondent

C. E. Fisher, Correspondent for Maintenance of Way Department, Cincinnati Division, and formerly employed in Division Engineer's Office, has been transferred to the position of Draftsman in Water Supply Department, Richmond, Va., under the supervision of R. C. Bardwell, Superintendent of Water Supply.

H. L. McCutcheon, Assistant Division Engineer, and wife, were host and hostess at a supper given by the Young People's Fellowship of the Old First Presbyterian Church, Cincinnati, O., on Sunday, April 7.

D. Hubbard, Division Engineer, attended a meeting of the Ballast Committee of the American Railway Engineering Association

at Cleveland April 20, being Chairman of Ballast Sub-Committee No. 3.

E. H. Pohlman, Chief Clerk, and H. C. Brownley, Material Accountant, attended a Staff Meeting held by Supervisor Nicholas at Vanceburg, Ky., April 20.

Mrs. J. W. Corbin, wife of Cabinetmaker, died at her home, on Glenn Avenue, Latonia, Ky., Sunday, March 31. She had been an invalid for three years. Funeral services were conducted by the Rev. Mr. Runyan, of Latonia Christian Church, burial was made at Carrollton, Ky.

J. H. Arthur, Supervisor of Track, held a Staff Meeting at Maysville, Ky., on April 18.

V. Roland, Carpenter Foreman, and wife, were recent visitors at Greensburg, Ind.

Mrs. H. A. Remley, wife of Carpenter Foreman, visited relatives at Charleston and Hartland, W. Va., during the month of April.

W. Hutchinson, Carpenter, and wife, enjoyed a visit to Columbus and Toledo, O., and Detroit, Mich.

C. Simpson, Section Foreman, and family, visited friends at Dayton.

Mrs. C. Garthee, wife of Section Foreman, in company with her daughter, Garnett, and son, James, visited relatives at Halloway, O.

Mrs. Edith Morton, Material Clerk, enjoyed a very delightful visit at the home of her parents, at Hartland, W. Va.

Mrs. Jess Shamblin, wife of Carpenter, visited relatives at Mancelona, Mich., during the month of April.

J. C. Johnson, Carpenter, has purchased a beautiful, new home on Vermont Avenue, in Latonia, Ky.

R. C. Ireland, Carpenter, and family, were recent visitors at Toledo, O., and Lansing, Mich.

Mrs. C. Persinger, wife of Supervisor of Signals, and her sons, visited friends in Hinton, W. Va., during the month.

Otte Stroia and G. Mooney, Timekeepers, were entertained by friends recently at South Portsmouth, Ky.

## Transportation Department

C. Matt Schaefer, Correspondent

L. C. Wear, Yard Brakeman, and wife, are visiting relatives in Knoxville, Tenn.

C. M. Puckett, Yard Brakeman, and wife, have returned from a visit in Tennessee.

Gordon Owens, son of J. F. Owens, Fireman, has returned from a visit to relatives in Louisville, Ky.

C. Craig, Yard Conductor, and wife, visited relatives at Grays, Ky., during the month of April.

Mrs. C. Scanlon, wife of Yard Conductor, and daughter, Louise, spent several weeks with relatives in Toledo, O.

G. Hiles, Engineer, and wife, spent some time during the month of April at Hot Springs, Ark.

G. S. O'Brien, Yard Brakeman, and wife, of Covington, are visiting Mrs. O'Brien's relatives in South Carolina.

Ed Connors, Engineer, and Mrs. Connors, with their son, Vincent, and daughter, Louise, spent their vacation in Hot Springs, Ark.

Mrs. Laura Burnett, mother of J. R. Burnett, Brakeman, was a recent visitor in Knoxville, Tenn.



C. Matt Schaefer

Mrs. W. T. Ewalt, wife of Yard Conductor, spent a few days with friends in Paris, Ky.

C. A. Cappelle, Yard Conductor, and wife, of Independence, Ky., have returned from a visit to relatives in Middleboro, Ky.

R. D. Kirby, Yard Conductor, and wife, are touring the West, stopping off at Chicago, Hot Springs, Ark., Phoenix, Ariz., and New Orleans, La.

Mrs. W. E. Gaynor, wife of Conductor, was a visitor at Lexington, Ky.

W. C. Emmons, Yard Conductor, and wife, were among the visitors to Hot Springs, Ark., during the month of April.

Mrs. E. M. Truitt and son, Nelson, family of Telegraph Operator, visited in Chicago, Ill.

Grover Morton, Yard Conductor, with Mrs. Morton and daughters, Louise and Catherine, visited relatives in Winchester, Ky.

K. Foltz, Fireman, and wife, have returned from a pleasant trip to Danville, Ky.

G. A. Rice, Telegraph Operator, visited in Louisville and Paducah, Ky., during the month of April.

L. E. Thoss, Yard Conductor, wife and son, Francis, have returned from a visit to El Paso, Tex.

H. T. Jackson, Switchtender, and wife, were visitors at the home of relatives in Indiana.

L. M. Shedd, Yard Brakeman, spent several weeks at Atlanta, Ga.

J. J. Miller, Engineer, and wife, visited in Louisville, Ky., during the early part of May.

J. P. Smith, Engineer, and wife, have returned from a visit to Louisville, Ky.

L. R. Wilson, Yard Brakeman, and wife, enjoyed a trip to Chicago, Ill., recently.

H. J. Lutz, Yard Conductor, has returned from a visit to friends at Harrisburg, Pa.

W. C. Tipton, Yard Brakeman, and wife, visited relatives in Rosslyn, Ky.

Mrs. H. N. Walters, wife of Assistant Superintendent, visited relatives in Columbus, O., and Washington, D. C.

C. F. Cooper, Conductor, and wife, enjoyed their vacation with relatives in Texas.

H. F. Herrold, Yard Conductor, and daughters, Eloise and Beatrice, have returned from a visit to Chicago, Ill.

George W. Calkins, Conductor, and wife, spent several weeks touring the Western States.

C. H. Lansdale, Yard Conductor, visited in Chicago, Ill.

Claude Cecil, Crew Caller, spent several days in New York City during April.

C. E. Burton, Telegraph Operator, has returned from a visit to Circleville, O.

W. S. Taylor, Superintendent, spent a few days at Pence Springs, W. Va., during April.

Mrs. G. E. Scotten, wife of Agent, Northern Sub-Division, visited friends at Los Angeles, Cal.

H. N. Walters, Assistant Superintendent, and H. L. McCutcheon, Assistant Division Engineer, attended the Safety First Meeting held in Indianapolis, Ind.

H. R. Davis, Assistant Trainmaster, and E. G. Eshelman, Assistant Trainmaster, Stevens, attended the Ohio Valley Shippers' Association meeting at Columbus, O., during the month of April.

## Signal and Engineering Departments--Cincinnati and Covington Project

John Cody, Correspondent

Mrs. C. H. Coovert, wife of Leading Signalman, recently visited friends at Ashland, Ky.

W. Sellars, Assistant Signalman, and wife, were visitors at Covington, Ky.

J. B. McCracken, Assistant Signalman, was a visitor at his home in Augusta, Ky.

Among other employees in this department who made short trips recently were R. T. Absher, Signal Helper, who visited friends at Huntington, W. Va.; Hal Johnson, Assistant Signalman, who spent Easter with his parents at Peru, Ind.; R. Fortney, Signalman, who visited friends at Huntington, W. Va.; H. J. Darragh, Signal Helper, and wife, who visited Mr. Darragh's parents at Vanceburg, Ky.; O. T. Sims, Signal Helper, who made a trip to Ronceverte, W. Va., and J. E. Houser, Signal Apprentice, who visited in Hinton, W. Va.

H. W. Dunn and Wade Mentor, formerly of this department at Covington, and now of Richmond, Va., spent Easter with relatives and friends in this city.

P. N. Adams, Signal Helper, wife and daughters, Martha and Helen, spent several days with relatives at Russell, Ky.

Elmer Nienaber, formerly located with the Division Offices, has accepted a position of Stenographer in Office of Assistant Engineer.

Mrs. C. P. Stinson, wife of Leading Signalman, was a recent visitor to Chicago, Ill.

W. N. Hartman, Assistant to Superintendent of Signals, called at Covington recently.

D. H. Whitney, Signalman, attended the wedding of his sister, at Philadelphia, Pa., over the week-end of April 20.

R. L. Thompson and J. C. Lumas, Signal Inspectors, were business visitors at Covington during the week of April 15.

C. P. Stinson, Leading Signalman, formerly located with the Signal Construction Forces on the Covington-Cincinnati project, has been transferred to the Huntington Division as third trick Signal Foreman.

C. H. Coovert, Leading Signalman, formerly located at Covington, has been transferred to the Huntington Division on the new third trick work.

## Traffic Department--Cincinnati, O.

Frances T. Paulsen, Correspondent

W. L. Bailes, Commercial Agent, Atlanta, Ga., was appointed as a delegate by the Atlanta Traffic Club,



Frances T. Paulsen

to attend the annual meeting of the Associated Traffic Clubs of America, held at the Central Park Hotel, New York City.

The Ohio Valley Regional Advisory Board Meeting was held at Columbus and was attended by the following: George W. Wood, General Western Freight Agent; A. M. Glassmeyer, General Traveling Agent; P. R. Weidman, General Agent; F. W. Mackenzie, Special Service Agent; D. H. McCalla, Traveling Freight Agent, all of Cincinnati; H. E. Partridge, Jr., Florida Agent, Jacksonville, Fla.; L. F. McFarland, General Agent, Louisville, Ky.; H. S. Stark, Commercial Agent, St. Louis, Mo., and F. J. Simms, Soliciting Freight Agent, Indianapolis, Ind.

Grace Divine, daughter of W. L. Divine, Eastern Foreign Freight Agent, New York City, and now a member of the Metropolitan Opera Company, sang with sensational suc-

cess at the concert of the Big Four Choral Club, Cincinnati.

George W. Wood, General Western Freight Agent, and H. E. Partridge, Jr., Florida Agent, Jacksonville, Fla., attended the Watermelon Growers' Convention at West Baden, Ind.

## Cincinnati Offices

Janet J. Nolloth, Correspondent

W. C. Harte, File Clerk, Local Freight Office, Cincinnati, has returned to his duties,

after being confined to his home for several days, due to a minor operation.

Mrs. C. E. Strait, wife of Cashier, Local Freight Office, Cincinnati, was called to St. Louis, Mo., on account of the serious illness of her son-in-law, who had undergone an appendicitis operation.

A. E. Burks, Assistant Agent, Local Freight Station, Cincinnati, and son, Ardath, visited St. Louis, Mo., recently.

While there, they saw the trophies of Colonel Lindbergh.

Several weeks ago, D. E. Satterfield, Safety Instructor, visited Cincinnati on the Safety Car. The lectures which he gave on Safety First with the aid of stereopticon views and moving pictures, were attended by most of the Clerks and Laborers employed at the Cincinnati Freight Station. These lectures were very interesting and instructive to the Clerks in the Office, as well as the Laborers in the Depots.

## Stevens Terminal

J. E. Tuttle, Correspondent

Mrs. A. Rath, wife of Machinist Helper, spent a few days with relatives at Carntown, Ky.

J. L. Thomasson, Engine Coaler, has returned to work, after a visit to relatives at Lexington, Ky.

Matthew Jackson, Laborer, has returned to work, after a few days' absence on account of the death of a relative at Lexington, Ky.

G. M. Howley, Coal Dock Foreman, has returned to work, after a brief illness.

Willie Jones, Engine Watchman, spent the latter part of March with relatives at Stanford, Ky.

Mack Robinson, Engine Watchman, enjoyed a very pleasant visit of a few days with friends at Washington, D. C.

Julius Green, Laborer, spent a few days with relatives in Louisville, Ky., during the first part of April.

Roy Pulliam, Machinist Helper, and wife, were the dinner guests of George Parker, Engineer, and wife, of Stevens, Ky., on April 11.

H. W. Bareswelt, has been employed at Stevens Shops as Boilermaker.

Harry Prout, Boilermaker, has been transferred to Huntington Shops.

R. A. Culbertson, District Boiler Inspector, was a business visitor on April 6.

J. A. Culbertson, Boilermaker, had as his dinner guest, on April 6, his brother, R. A. Culbertson, District Boiler Inspector.

Sam Beal, Fireman, spent the week-end of April 5 with his family at Maysville, Ky.

Adolph Schott, Machinist Helper, entertained the following employees at Stevens Roundhouse with a card party at his home recently: G. W. Daunt, Boilermaker; C. E. Day, Engine Carpenter; Fred Swoyer, Roundhouse Foreman; Fred Turley, Machinist Apprentice; E. H. Hubbard, Boilermaker Foreman; W. J. Connolly, Electrician Foreman; J. L. Leonard, Timekeeper; F. L. Smith, Machinist, and T. J. Bryant, Blacksmith.

A. L. Greer, Road Mechanic, Water Supply Department, has moved into his new home on Brentwood Place, Fort Thomas, Ky.

Paul DeMoss, Traveling Fireman, attended the Welterweight Wrestling Championship battle between Jack Reynolds and Mitty Matsuda, at Music Hall, April 5.

I. B. Young, Machinist, spent the week-end of April 13 with his mother, at Muncie, Ind.

E. G. Eshelman, Assistant Trainmaster, attended the Coal Dealers' Convention at Columbus, O., April 9.

W. H. Winkler, Machinist Helper, and wife, spent a few days with friends at Pittsburgh, Pa.

A surprise party was tendered Howard Tarvin, Timekeeper, Maintenance of Way Department, at his home, in Silver Grove, at which delightful refreshments were served to the following: George Keating, General Yardmaster, and wife; Thomas Lynch, Switchman, and wife; Bradford Cory, Clerk, and wife; Abe Goldberg, Clerk; Joe Vanolst, Clerk, and wife; P. Casson, Switchman, and wife; Harry Hood, Switchman, and wife, and Howard Simpson, Switchman, and wife.

C. C. Creighton, Night General Yardmaster, spent a few weeks at New York City and Baltimore, Md.

W. J. Hofmeier, Conductor, and wife, enjoyed a vacation at Fort Worth, Tex., during the month of April.

A. W. Scouten, Conductor, has returned to work, after several months' illness.

L. R. Wright, Conductor, who also was away from his duties on account of illness for several months, has returned from Hot Springs, Ark., very much improved.

John Thomas, Boilermaker, who was at home for several weeks on account of being ill, has returned to work.

Ben Pruess, Pipefitter Helper, who was away for several months, has returned to work, fully recovered.

## Cheviot, O.

Carl Unger, Correspondent

John Renfro, Laborer, and wife, have returned from St. Petersburg, Fla., where they were called on account of the sickness of Mr. Renfro's mother.

Among the employees at Cheviot who purchased new cars are D. R. Hanna, Check Clerk, Earl Surface, Fireman, and I. F. Story, Engine Carpenter.

C. T. Markli, Road Foreman of Engines, Chicago Division, was a business visitor at Cheviot April 13.

Mrs. William Memory, wife of

Hostler, has returned from a visit to her mother, at Peru, Ind.

D. R. Hanna, Check Clerk, wife and daughter, motored to Columbus, O., March 31.

D. C. Connor, Machinist, and wife, have returned from a visit to friends at Birmingham, Ala.

A. C. Putts, Record Clerk, has returned from a business trip to Baltimore, Md.

Among the employees at Cheviot who were off during the month of April on account of sickness are M. A. Jackson, Machinist; Joe Brown, Machinist Helper; E. J. Wyenandt, Boilermaker, and G. C. Canada, Laborer.

Esther Jackson, daughter of J. W. Jackson, Car Inspector, has returned from a visit to relatives at Gaston, Ind.

A. B. Chapman, Supervisor of Welding, was a business visitor at Cheviot April 17.

W. L. Keller, Mechanical Inspector, American Railway Association, was a business visitor at Cheviot April 17.

A. E. Hannes, Trainmaster, has returned from a visit to Los Angeles and San Diego, Cal.

Ray Hughes, Conductor, and P. C. McNeil, Brakeman, have purchased new cars.

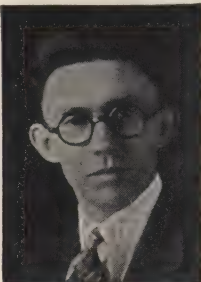
J. A. Markli, Yardmaster, has returned to work, after being off on account of sickness for the past year.

B. F. Taylor, Fireman, has been assigned to the third trick hostling job.

## RUSSELL DIVISION

E. R. Kincaid, Associate Editor

C. D. Merritt, Clerk, was in Cincinnati, O., Monday, April 22, on a pleasure trip.



E. R. Kincaid

C. E. Cricher, Revising Clerk, motored to Charleston, W. Va., Saturday, April 20.

Mrs. Robert Phipps, Clerk and Correspondent, visited friends in Huntington, W. Va., Saturday, April 6, and also attended the Keith-Albee Theater there.

Mrs. Paul Nower, wife of Northern Division Con-

ductor, returned from a visit spent in Hinton, W. Va., Saturday, April 6.

L. E. Schmidt, Clerk, and wife, motored to Osgood and Aurora, Ind., where they spent Easter Sunday with their home folks.

Mrs. O. D. Ellison, wife of Yardmaster, was in Huntington, W. Va., shopping, Saturday, April 6.

J. Hamer, Revising Clerk in Traffic Department, and wife, had as their overnight guest, Tuesday, April 23, Mrs. H. C. Lusher, of Huntington, W. Va.

Mrs. J. R. Ramey, wife of Route Clerk, was the afternoon guest of her mother, Mrs. B. H. Booth, Sunday, April 21.

E. E. Collins, Assistant General Yardmaster, and wife, had as their guest the week of April 22, their two grandchildren, of Huntington.

Harry Dent, Clerk, who is attending State University, spent the week-end with his parents, Mr. and Mrs. James Dent, April 19.

Mrs. E. T. Campbell, wife of Storekeeper, spent Saturday, April 20, shopping in Cincinnati.

## Stores Department

Grace Williams Phipps, Correspondent

L. M. Krout, Storekeeper, Stevens, Ky., was a visitor at Russell Stores April 6.



Grace Williams Phipps

Mrs. W. D. Callon, wife of Clerk, graciously entertained at her home the evening of April 9, the Trumpet Bridge Club, of which she is a member.

Mrs. C. V. Shepherd, wife of Foreman, and little daughter, Helen Louise, were pleasure visitors in Huntington, W. Va., the afternoon of April 6.

Sam Gumbert, Laborer, has purchased a new home at White Oak Crossing, near Greenup, Ky.

O. P. Archie, Laborer, has decided to try his luck in the hatchery business, having recently purchased about two hundred baby chicks.

George Handley, Section Storekeeper, and wife, who have been residing with the latter's parents, Mr. and Mrs. Phillips, of Ironton, have moved to their new home, which they have purchased.

Bruce Hinton, Welder Helper, and wife, visited March 24 in Covington, Ky.

E. R. Brinton, Assistant General Storekeeper, was a business visitor at the Russell Stores April 17.

Mrs. Walter Truby, wife of Clerk, with her sister, Mrs. Carol Wymer, graciously entertained in the parlor rooms at the Elk's Auditorium in Ironton, O., the evening of April 4, with a lovely surprise announcement party in honor of their sister, Juanita, whose marriage will occur in the late summer. About one hundred guests enjoyed the evening playing bridge and after several games, beautiful presents were awarded the winners, and also the guests of honor. Late in the evening, delicious refreshments were served, while the two small daughters of each hostess, dressed in fancy costumes of blue and pink, presented each guest with an announcement card, daintily tied to jonquils and narcissus. The rooms also were beautifully decorated with roses and other spring-cut flowers.

C. P. Phillips, Air Foreman, and wife, visited March 24 in Cincinnati, O., where they attended the tenth annual dog show, which was staged in Music Hall.

Sam Gumbert, Laborer, was a business visitor in Huntington, W. Va., April 13.

E. E. Wilburn, Signal Maintainer, and family, who have been residing in Ashland, Ky., have moved to Greenup, Ky.

John Apel, Laborer, and H. H. Hankins, Counterman, were in Walnut Hills, Cincinnati, O., March 24, visiting friends.

Earl Bendle, Lubricator Inspector, from the Eastern Division; W. A. Gilmore, Lubricator Inspector from the Western Division, and E. E. DeLouch, Oil Representative from the Atlantic Refining Company, were visitors at the main and Shop track Stores April 12.

Charles Ketterer, Stenographer to Assistant Division Engineer, who was elected vice-president at the Younger Men's Conference held in 1928, was invited as a special guest to attend the conference at Huntington, W. Va., April 18 to 20, inclusive. He delivered a seven-minute talk pertaining to the Younger Men's Conference.



Carl Unger

R. H. Rutman, Assistant Division Storekeeper, was a visitor in Columbus, O., the week-end of April 20.

Mrs. Charles F. Howard, Correspondent, was the guest of friends in Cincinnati, O., over the week-end of March 13.

C. Christman, Laborer, was a pleasure visitor in Louisa, Ky., Sunday, April 21.

Katherine Asbury, Correspondent at Huntington, W. Va., was the week-end guest of Mrs. Charles F. Howard, April 16, at her home in South Ashland.

## Mechanical Department

Norma Owrey Howard, Correspondent

Announcement has been made of the appointment of W. S. Butler, Superintendent, as a colonel on the staff of Governor Flem D. Sampson.



Norma Owrey  
Howard

W. M. Evans, Master Mechanic, attended the meeting of the Master Mechanics at Huntington, W. Va., on April 17 and 18, with reference to the Shopping Program.

J. B. Hurley, of Ashland, Ky., accepted a position in the Office of Master Mechanic during the latter part of March.

A. E. James, Machinist, and wife, left April 18 for Rochester, Minn., for a several-weeks' visit.

Mrs. T. C. Shortt, wife of Assistant Roundhouse Foreman, was the guest of friends in Cincinnati, O., during the week of April 14.

The lovely apartment recently constructed by Mrs. Lettie Hinkle, Clerk, now is completed and has as one of its occupants E. T. Campbell, Division Storekeeper, and family.

Mrs. C. J. Hill, wife of Engineer, was hostess to the Matrons' Bridge Club on April 12.

Mrs. Robert Layman, wife of Clerk at Chicago, Ill., visited her parents, E. W. Smith, Clerk, and Mrs. Smith during the early part of April.

Ira F. Owens, Machinist, and Mrs. Owens, entertained a number of friends at bridge on April 12, including D. T. Evans, Gang Foreman, and Mrs. Evans; H. A. Twining, Chief Clerk, and Mrs. Twining, and L. P. Reed, General Foreman, and Mrs. Reed.

Mrs. Sarah Fuller, mother of Carl Fuller, Machinist Helper, visited relatives in Columbus and Cambridge, O., during the latter part of April.

W. S. Butler, Superintendent, witnessed the opening ballgame at Cincinnati, O., on April 16, between the Cincinnati Reds and St. Louis Cardinals.

Fred Williams, brother of Grace Williams Phipps, Correspondent, recently passed the Kentucky State Bar Examination and now has opened his office in the First National Bank Building of this city.

The Bid-More Bridge Club entertained with a dinner-bridge its personnel and a number of guests, comprising six tables, at the Ventura Hotel, in Ashland, Ky., on April 12. Attractive appointments, favors, and lovely flowers did much to make this one of the loveliest of the smaller affairs of the Spring season. Mrs. Lee Stewart, wife of Engineer, was fortunate in securing the high score. Lota Mae Layne, daughter of Conductor; Mrs. Edward McCormick, wife of Conductor, and

Mrs. Charles F. Howard, Correspondent, were among those enjoying this occasion.

Emma Burns, Secretary, was absent six weeks during the Spring season, being a patient at the Mayo Hospital, at Rochester, Minn., two weeks in March. En route home, she visited her brother in Chicago, Ill.

Grant Swisher and mother, of Cleveland, O., relatives of Grace Williams Phipps, Correspondent, were guests at the home of Mrs. Mayme Williams over the week-end of April 13.

On the program of the musicale sponsored by the Woman's Club of Ashland, Ky., given at the Hotel Ventura during the latter part of March, were several violin selections by Mrs. T. M. Holloway, wife of Clerk in the Traffic Department.

The following young men represented this department at the Younger Men's Conference held in Huntington, W. Va., April 17 to 19: Harold Hacker, Machinist Apprentice; Damen Scott, Supply Boy; Paul Kellogg, Boilermaker Apprentice; Clarence Bland, Electrician Apprentice; Frank Smith, Machinist Apprentice, and L. F. Clark, Engine Supplyman.

W. M. Evans, Master Mechanic, received the following letter from L. R. Klinger, principal of the Douglass and Weister Junior High School, at Reading, Pa., under date of March 28:

"I presume you are aware of the fact that Miss Esther M. Evans recently resigned from the teaching service of the Reading School District, after having an enviable record as teacher and principal of the Douglass and Weister School.

"The student body and faculty have joined in selecting a suitable memorial to be placed in the building, in which she has almost given a life's service.

"We have arranged a short Assembly program, to be held on Thursday, April 11, at 10.30 o'clock, at which time we will have a program in her honor, when the memorial will be displayed. We are planning to have a few speakers, who know of Miss Evans' excellent record as a teacher, Principal and Counselor.

"We extend to you an invitation to be present at this occasion, and hope that you will find it convenient to join us on this day."

Miss Evans has fifty-two years' service in teaching and the above letter clearly speaks of her ability in this profession. She has visited Mr. Evans, and son, D. T. Evans, Gang Foreman, a number of times during the past few years, and has many friends in this vicinity.

## Shop Track Department

O. W. Stennett, Correspondent

M. E. Collins, General Car Foreman, visited Hocking Valley Shops, Parsons, O., March 25.



O. W. Stennett

Mrs. O. W. Stennett, wife of Car Foreman, had as her guest the week-end of March 23, Mrs. Josie Overton, of Flemingsburg, Ky., and Mrs. A. K. Briel, of Newport, Ky.

W. A. Harvey, Gang Foreman, visited his brother, who was a patient in Chesapeake and Ohio Hospital, Clifton Forge, Va., the first half of April.

Myrtle and Mildred Stennett, daughters

of J. D. Stennett, Baggage Agent, were week-end guests over Easter with their cousins, Lucille and Virginia Stennett.

L. C. Jones, Conductor and MAGAZINE Correspondent, of the Chicago Division, who held services at the Y. M. C. A. Easter Sunday, left for his home, in Covington, Ky., April 1.

Mrs. O. W. Stennett, wife of Car Foreman, and daughters, Lucille, Virginia and Ida Louise, were shopping and visiting in Cincinnati, O., the week-end of April 6.

L. S. Ward, General Car Inspector, was a visitor at Car Shops Friday, April 5.

D. E. Arthur, Section Foreman, and wife, spent Sunday, April 7, visiting friends in Lockwood, Ky.

Harold Hill, Robert Sandford, Bernice Harris, and Billie Joe Fleck, accompanied by Mrs. O. W. Stennett, left Wednesday, April 10, for Lexington, Ky., to compete in the Scholarship Contests.

Oscar Riggs, Car Inspector, and wife, had as their guest Thursday, April 11, their sister, Mrs. Joe Rouse, of Cheap, Ky.

J. E. Smith, Tank Repairer, and wife, motored to Huntington, W. Va., Sunday, April 14, to visit relatives. While there, they visited Elizabeth Mays, who is a patient at the Chesapeake and Ohio Hospital.

Mrs. Mead McCoy, wife of Signal Operator, and Mrs. C. Barber, wife of Car Repairer, motored to Huntington, Friday, April 12.

E. W. Smith, Clerk in Car Department, soon will move into his new home, recently purchased, on Belfort Street, Russell.

J. E. Stennett, Car Inspector, and wife, of Russell, who have spent the first three months of this year in New York City, where Mr. Stennett has attended a school of embalming, returned home Sunday, April 14.

Mrs. Preston Davenport, wife of Section Laborer, returned home from Portsmouth, O., Friday, April 12, where she attended the funeral of a relative. While there, she visited her daughter, Mrs. John Schuler.

Mrs. Chester Brown, wife of Car Repairer, visited in Raceland, Ky., Thursday, April 11.

The Queen Esther Class of Meade Memorial Church of Russell, taught by Mrs. W. A. Brown, wife of deceased Conductor, met at the home of Mrs. J. A. Hill, wife of retired Car Repairer, Tuesday, April 9, with the following members present: Mesdames Dinguss, Cary, Short, Yoak, Norris, Johnson, Bratton, Brown, Shepherd, Fulks, Susan Davidson and Betty Yoak. Mrs. Bell Hunt and Mrs. S. S. Hill were assistant hostesses.

Mrs. E. B. Nippert, wife of Car Inspector, attended the missionary convention recently held in Parkersburg, W. Va.

Mrs. Frank Harold, wife of Blacksmith, visited friends in Raceland, Ky., Friday, April 12.

I. S. Blankenship, Laborer Foreman, wife and son, visited friends in Gallipolis, O., April 14 and 15.

## ASHLAND-BIG SANDY DIVISIONS

Marjorie Caudill, Associate Editor

## Zone Revision Bureau

The bowling season just ended found Gordon Deane, Rate Clerk, leading by three pins over his nearest rival, E. S. Curry, Chief Clerk to Manager. The year's average being 148 and 145, respectively. The sport was enjoyed by all of those who desired to participate.

Clara Cary and Dorothy Fisher Clerks,

motored to Morehead, Ky., Saturday, March 30, and on April 20 and 21 were in Cincinnati, O.

V. C. Baker, Rate Clerk, spent the week-end of March 23 at Harrington Lake, Ky., where he enjoyed the fishing. He visited his family, in Winchester, Ky., over Easter.



Marjorie Caudill

O. W. Salisbury, Rate Clerk, visited the home of his parents, in Hinton, W. Va., March 23 and 24, and spent April 21 and 22 in Mount Hope, W. Va.

L. L. Adams, Manager, left Wednesday, March 27, for Richmond, Va., to attend a conference of the Zone Accounting and Zone Revision Managers, held in that city March 28 and 29.

V. M. Holderby and H. A. Goggin, Rate Clerks, attended the dance in Huntington, W. Va., Saturday, March 30.

Gordon Deane visited the home of his parents, in Richmond, Va., Easter Sunday.

V. M. Holderby is recuperating in the Chesapeake and Ohio Hospital in Huntington, W. Va., from an appendicitis operation which he underwent April 10.

J. W. Hill, Manager of the Zone Revision Bureau, in Huntington, W. Va., and J. A. Gallagher, Manager of the Zone Accounting Bureau, in Huntington, visited this office Thursday, April 4.

E. Gordon Deane returned to the office Friday, April 12, from the Chesapeake and Ohio Hospital in Huntington, W. Va., where he has been ill since April 10.

R. M. Hunter, Auditor of Overcharge Claims, visited this office Saturday, April 13.

Edna Walker, Computer, visited friends in Charleston, W. Va., Sunday, April 14.

Wayne Kendall, Secretary to Manager, was a delegate to the Younger Men's Conference in Huntington, W. Va., April 18 to 20.

H. A. Goggin, Rate Clerk, spent Sunday, April 21, in Washington, D. C.

## District Engineer's Office

Kathleen L. Davis, Correspondent

L. B. McNamara, of Williamson, W. Va., brother of Mrs. C. E. Davis, Correspondent, spent several days with relatives.



Kathleen L. Davis

E. D. Sexton, Accountant, and wife, spent the week-end of March 23 in Cincinnati, O.

A. L. Mattern, Auditor of Capital Expenditures, was in this office March 28.

J. E. Heck, who was formerly employed in this department, but who left the service to take up other work,

has accepted the position as Masonry Inspector on the Sciotoville to Wheeler, O., second-track work.

R. O. Bell, of Ashland, Ky., accepted the position of Instrumentman, located at Russell, Ky.

B. N. Jordan, Rodman, visited relatives in Richmond, Va., the week-end of March 30.

Mrs. R. S. Lamb, wife of Draftsman, and

children, spent several days with relatives in Holden, W. Va.

H. M. Stanley, of Buchanan, Va., accepted a position as Masonry Inspector with P. L. Graves, Resident Engineer, Ashland, Ky.

Several employees from this department attended the regular monthly dance given by the Ashland Chesapeake and Ohio Social Club at Clyffside Casino, April 5, for which music was furnished by the All-Star Brunswick Recording Orchestra.

David B. Renegar was employed as Rodman on party of W. R. Talbott, Resident Engineer, Russell, Ky.

Mrs. L. W. Beard, wife of Chief Clerk, has recovered from an attack of influenza.

J. S. Wilkinson, of Richmond, Va., accepted the position of Material Accountant at Ashland, Ky., effective March 20. Mr. and Mrs. Wilkinson will make their home in Ashland, temporarily.

Effective March 28, W. W. Wolfrey, Jr., was awarded a position of Stenographer-Clerk in this office.

E. R. Brinton, Assistant General Storekeeper, Covington, was in this office April 22.

A meeting of the Ashland Health and Recreation Committee was called to order by H. O. Irwin, General Chairman, at 7:30 p. m., April 15, in the meeting room of the Passenger Station. Activities for the year 1929 were discussed, and interesting talks



E. K. Hall and D. M. Hunter, Laborers, Ivel, Ky.

were made by the following Chairman, in connection with baseball, golf, tennis, bowling, and gun club: L. T. Kitchen, L. W. Hart, L. L. Adams, W. M. Fletcher, and J. A. McDavid. J. J. Hutton was elected business manager, and E. T. Samms team manager, of the baseball club.

Mr. Hart advised that twelve membership and 110 daily tickets had been sold, and arrangements made with the Gartin Home Golf Club for this year. Mr. Adams reported that tennis will have very good support this year, with a large number participating in same. The equipment is on hand, and arrangements have been made to have the tennis courts placed in good condition in order that those interested may begin practice. Mr. Fletcher stated that a duck pin league has been organized, in which at least six teams will start, and that a large number had participated in bowling during the winter months. Mr. McDavid reported that the Health and Recreation Department had authorized the installation of a trap-gun, which, in all probability, will be placed near Thirty-fourth Street, close to the River Yard.

Considerable interest was displayed during the entire meeting, and the outlook for this year is better than any other year we have had. From the remarks of the various Chairmen and others present, more employees will participate in the various activities, and all are looking forward to having inter-city contests as the season progresses.

W. W. Wolfrey, Jr., attended the performance at Keith-Albee Theater, in Huntington, W. Va., Wednesday night, April 17.

## Office of Special Agent

M. Welsh, Chief Special Agent, Richmond, was in Ashland April 3.

E. N. Farley, Special Officer, attended court in Hinton, W. Va., April 17.

Wirt Weidenhiller, of Covington, Ky., father of Sco Weidenhiller, Secretary, spent Easter here, with relatives.

H. E. Cassidy, Inspector of Police, Richmond, was in Ashland April 2.

## Junction Items

E. W. Traugott, former Yard Clerk, bid in the position of Record Clerk at Fifth Street Yard Office, which position was vacated by F. J. Duesler, who accepted a position of Timekeeper in the Superintendent's Office.

J. S. Stewart, Assistant Terminal Trainmaster, attended the Ohio Valley Advisory Board Meeting in Columbus, O., April 9.

Joe Dobbs, Yard Clerk, spent his vacation in Cincinnati, O.

Kelly Moore, Weighmaster, returned to work, after a vacation spent at home.

L. F. Cabell, Terminal Trainmaster, was in Montgomery, W. Va., the first of April, visiting his brother, who is confined to the hospital at that point.

P. C. Montague, Jr., Yard Clerk, represented Ashland Yards at the Younger Men's Conference at Huntington, W. Va., April 18 to 20.

I. H. Richardson, Assistant Yardmaster, and family, visited relatives in Portsmouth, O.

W. O. Shields, Supervisor of Terminals, was at Ashland April 13.

W. C. Madison, Assistant Yardmaster, returned to work after a course of treatment at the Clifton Forge Hospital.

L. O. Walker, Crew Caller, visited in Huntington, W. Va., April 17.

Mrs. Ed Cain, wife of Yard Brakeman, returned April 15 from an extended visit in New Orleans, La.

V. R. Dodson, Conductor, relieved the Yardmasters on Ashland Yard during April for their rest days.

## Freight Office

Sammy T. Kerns, Clerk, visited relatives in Mount Sterling, Ky., March 23 and 24.

Miles Strother, Over, Short and Damage Clerk, returned to work April 2, after a nine-day vacation.

L. Hylton Adams, Messenger, returned to work April 4, following a brief illness.

The Freight Office bowling team finished fifth among the ten teams in the league race which ended March 25. According to official averages compiled and released by Courtney Clark, League Secretary, W. M. Fletcher led his team mates with an average of 172 pins for seventy-six games. Fletcher, known throughout the bowling world as The Mount Sterling Mauler, finished fourth among the eighty-five bowlers listed with teams in the league. Other members of the team and their official averages follow: H. O. Irwin, Agent, 153; B. B. Irwin, Rate Clerk, 147; Asa W. Layne, Freight Bill Clerk, 143; H. A. Moffitt, Assistant Agent, 131; L. H. Adams, Messenger, 128, and Miles Strother, Over, Short and Damage Clerk, 128.

C. T. Crain, Rate Clerk, visited in Denton, Ky., April 5.

Those attending the regular monthly dance of the Ashland Social Club from this office were W. A. Ginn, General Agent and president of the club; H. A. Moffitt, Assistant Agent and vice-president of the club; B. B. Irwin, Acting Secretary; S. T. Kerns, Joe C. Webb, and Boyce T. Clark.

B. C. Irwin, Delivery Clerk, returned to

work April 11, after an eleven-day vacation spent at home.

W. J. Dingus, Joint Agent, Hitchens, Ky., and O. T. Hall, Relief Agent, were visitors at this station April 6.

The regular monthly meeting of the Safety First Committee was held in the Freight Office Friday, April 5. All members were present, together with several visitors, including J. R. Dawson, Safety Inspector, and employes of the Freight Station. A. J. Allen, Warehouse Foreman, prepared an interesting paper, which was read at this meeting.

W. A. Ginn, General Agent, and H. A. Moffitt, Assistant Agent, attended the twenty-first meeting of the Ohio Valley Shippers' Advisory Board, held at the Deshler-Wallick Hotel in Columbus, O., April 9. They also attended the banquet given by the Columbus Transportation Club at the Neil House that evening.

W. M. Fletcher, Bill Clerk, returned to work April 14, after a six-day vacation.

## Maintenance of Way Department

Tina Caudill, Correspondent

Harry Miller, General Signal Inspector of Richmond, Va., was in Ashland April 17.

M. I. Dunn, Jr., Division Engineer of Huntington, W. Va., called at the various offices in Ashland April 24.

E. R. Brinton, Assistant Storekeeper of Covington, Ky., was here April 23, on Company business.

Hazel and Anna Chatfield, daughters of Carpenter, spent their Easter vacation visiting their brother at Logan, W. Va.

Harry Derbyshire, Deduction Clerk at Peru, Ind., visited friends and relatives in Ashland the week of April 13.

M. B. Stone, Material Clerk, visited his sister at East Point, Ky., the week-end of April 14.

Florine Johnston, Payroll Clerk, had as her guests the week-end of April 18, Mrs. Mary Johnston Clarke, Clerk, Hellier, Ky., and Mr. and Mrs. Clarence Arnold, of Westerly, W. Va.

A. E. Botts, General Supervisor of Bridges and Buildings, of Richmond, Va., was in Ashland April 17.

L. L. Triplett, Deduction Clerk, attended the baseball game in Cincinnati, O., April 21.

Florine Johnston, Payroll Clerk, visited relatives at Westerly, W. Va., the week-end of April 7.

G. E. Kleykamp, Secretary to Superintendent, and wife, and Tina Caudill, Correspondent, visited relatives at Morehead, Ky., April 7.

## Transportation Department

C. D. Isham, Supervisor, Maintenance of Way Accounting, was in Ashland during the month of April.

Mrs. P. C. Montague, wife of Chief Clerk to Superintendent, underwent an operation for removal of tonsils April 9.

L. A. Gehringer, Car Tracer and Claim Clerk, was absent from work April 8 to 13, on account of illness. He was relieved by John Mansfield.

C. H. Irwin, Clerk, attended the Younger Men's Conference held at Huntington, W. Va., April 18 to 20.

Albert Muncy, Clerk, recently purchased a new sedan.

A. H. Watkins, Conductor, and wife, returned to Ashland the first part of April, after having spent the winter at their home in Florida.

C. H. Dickerson, first trick Operator at Prestonburg, Ky., and J. B. Tussey, Brakeman, left March 31 for Hot Springs, Ark.

Mrs. O. T. Hall, wife of Relief Agent, is visiting her sister in Bradentown, Fla.

Stanton Craycraft, Conductor, is enjoying a stay of several weeks in Hot Springs, Ark.

Gordon Carr, Clerk to Road Foreman of Engines at Paintsville, worked extra in the Trainmaster's Office at Ashland the first half of April.

Mabel Biggs, Secretary to Trainmaster, returned to work April 12, after a two-weeks' leave of absence, on account of ill health. She was relieved by John McNeal, Extra Clerk.

T. A. Walsh, of the American Optical Company, New York, made a trip over the entire System the first part of April, in the interest of Railway goggles.

D. K. Roll, General Signal Inspector, was in Ashland the first part of April.

R. W. Bailey, Extra Operator, has been working several days at Lexington, Ky., relieving second and third trick Operators in the Yards.

H. E. Webb, Superintendent at Huntington, has been inspecting the Tower at Ashland Junction, with view of installing water in the Tower.

There are several projects now under way on the Big Sandy Division, which will be a great improvement in the movement of trains over this division, which includes the double tracking from Beaver Junction to Emma, and extending the passing tracks at White House and Louisa. This also will necessitate three new Operators at Emma.

F. H. Bailey, Operator at Jenkins, has returned to White House, where he will act as first trick Operator and Agent.

Mr. McCloud, Extra Operator of Paintsville, has been working at Ashland, relieving Operator Beldon, who has been ill with the fever.

Quite a bit of comment has been made relative to the neatness of the passenger engines coming out of Ashland, which indicates there are some fine decorators on the job.

E. D. Rolley, Conductor, who is widely known for his fine fox hounds, was very unfortunate on account of the loss of three of them during a hunt the week of April 13.

C. A. Armstrong, Operator of Farmer, worked during the month of April as first trick Operator at Mount Sterling, relieving Operator Ferguson who attended the Co-Operative Meeting held at Ashland.

R. F. Anglin, Extra Operator of Morehead, worked during the month of March at Winchester.

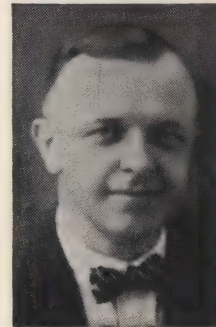
E. Caskey, Extra Operator of Morehead, Ky., now is working extra at Ashland Junction.

Mrs. E. Caskey, wife of Operator, and niece, were shopping in Ashland during the month of April.

## Ashland, Ky., Shops

L. W. Hart, Correspondent

J. R. Dawson, Safety Inspector, visited Martin, Ky., March 22.



L. W. Hart

L. W. Hart, Chief Clerk to Master Mechanic, visited Martin, Ky., Shops, March 22.

J. E. Austin, Inspector of Time-keeping, visited Ashland Shops March 21.

Robert Bracken, Stenographer-Clerk, returned to work March 18, after a vacation trip to Lexington, Ky.

C. W. Buffington, General Master Boilermaker, visited Ashland Shops April 2.

W. A. Gilmore, Inspector of Lubrication, visited Ashland Shops April 2.

W. F. Freutel, Supervisor Train Lighting, visited Ashland Shops April 8.



C. H. Dickerson, Operator, Prestonsburg, Ky.; J. B. Tussey, Brakeman, and Stanton Craycraft, Conductor, Ashland Division, on their vacation trip to Hot Springs, Ark.

W. P. Hobson, Master Mechanic, made a business trip to Lexington, Ky., April 9 and to Martin, April 10.

O. F. Weik, General Car Inspector, visited Ashland April 10.

H. L. Strow, General Foreman, Paintsville, was a visitor at Ashland Shops April 15.

G. W. Bebout, Electrical Engineer, visited Ashland Shops April 12.

L. S. Ward, General Car Inspector, was a visitor at Ashland Shops April 6.

W. P. Hobson, Master Mechanic, attended the Shopping Program Meeting at Huntington April 17 and 18, and also attended the Younger Men's Conference at Huntington April 19 and 20.

L. S. Ward, General Car Inspector, visited Ashland Shops April 22.

## Martin Terminal

J. Wesley Hall, Correspondent

L. W. Hart, Chief Clerk, Master Mechanic's Office, Ashland, Ky., was in Martin Terminal March 22.

Martin Terminal indeed is fortunate in having on its roll quite a number of railroad men who are ever alert and ready to assist a brother railroader when in distress. On the afternoon of March 23, while the people in the town of Martin were fleeing to the hills for the safety of their lives, on account of their homes being inundated, H. Pack, Brakeman, performed an act of gallantry at the peril of his life in rescuing his son, Ray; and William Patrick, Pumper, from the raging torrent. Later in the day, W. P. Runnels, Dispatcher, and Demra Taylor, Assistant Yardmaster, distinguished themselves in the heroic rescue of F. A. Wayland, Dispatcher, who had the misfortune to fall into Bucks Branch, near the tippie of the Utilities Elkhorn Coal Company, at which point the water was very deep.

George Horton, Traveling Fireman, Ashland, Ky., was a business visitor in Martin, Ky., March 25.

Grover C. Davidson, Hostler, Martin, Ky., and wife, have returned from Lexington, Ky., where they were called by the death of Mr. Davidson's mother.

Erwin Thomas, Assistant Engineer, General Real Estate Agent's Office, visited Martin Terminal on Company business the latter part of March.

Albert Johnson, Clerk, Weeksbury, Ky., resumed his duties, after having been absent several weeks, during which he underwent an operation for appendicitis at Stumbo Brothers' Hospital.

## Paintsville, Ky.

B. F. Roberts, Correspondent

H. G. Black, Conductor, of Lexington, Ky., was a visitor in Paintsville, Ky., April 8.

J. N. Marcum, Agent, Louisa, Ky., was a business visitor in Paintsville, Ky., April 9.

Among those attending the eighteenth District Rotary Convention, at Ashland, Ky., April 15 and 16, were H. L. Strow, General Foreman, and wife; B. F. Roberts, Agent, and wife; P. B. Hall, Chesapeake and Ohio Surgeon, and wife.

Roy Baldrige, Clerk, of Hinton, W. Va.,

and wife, spent the week of April 15 in Paintsville, visiting relatives.

G. E. Clark, Operator, and wife, left April 20 to visit his daughter in Winchester, Ky. Mr. Clark was relieved by J. T. Ratliff, Operator, of Allen, Ky.

J. B. Songer, Engineer, and family, motored to Huntington, W. Va., and other West Virginia points during the week of April 15.

J. B. Craig and J. M. Collier, Conductors, who are working out of Paintsville, Ky., spent the week-end of April 20 with their families in Ashland, Ky.

W. H. Warnick, Conductor, and family, visited relatives at Richardson, Ky., during the week of April 15.

H. E. Williams, Engineer, returned to Shelby, Ky., to work April 20, after being off several weeks on account of his health.

K. B. Williams, Accountant, from Huntington Zone Office, is spending his vacation in Paintsville, visiting relatives.

Earl Preston, Correction Clerk, Huntington Zone Office, has returned home to Paintsville. On account of reduction in force, he was cut off, and has been given a position as Express Clerk at Paintsville, Ky.

Gordon Carr, Clerk, of Ashland, Ky., has accepted a position at Paintsville, Ky., as Clerk to Road Foreman of Engines. This position was formerly filled by Demra Taylor, who has been promoted to extra Yardmaster.

Harry Pelphrey, Trucker, was absent April 15, on account of illness.

Gus Preston, Freight House Foreman, motored to Prestonsburg, Ky., the night of April 18, and attended a meeting of the Odd Fellows' Lodge.

J. K. Melholland, General Foreman, of Shelby, Ky., has made several trips to Paintsville recently, on account of the illness of his daughter, Mrs. Alton Wallin, who is in the Golden Rule Hospital at this writing.

W. C. Pemberton, Storekeeper, has purchased and moved into the beautiful home on Frank Street formerly owned by H. G. Black, Conductor.

## Lexington, Ky.

Gladys Henry, Correspondent

## Mechanical Department

C. L. Walker, Assistant Supervisor Locomotive and Train Supplies, was a business visitor March 23.

W. P. Hobson, Master Mechanic, and E. A. T. Watkins, Trainmaster, were in Lexington on business April 29.

C. H. Womack, Road Foreman of Engines, was in Lexington April 15.

Anna Cronin, daughter of M. J. Cronin, Boilermaker, was in Louisville the first week of April.

Eugene Crowley, Caller, was in Louisville recently.

Evelyn and Lee Ray, children of W. S. Fish, Machinist Helper, were visitors to relatives in Louisville the latter part of April.

A. D. Gasser, Machinist, and wife, visited friends in Louisville the latter part of April. Thelma and Pearl, daughters of O. L. Jackson, Engine Watchman at Morehead, were in Ashland recently.

Jesse Jones, Electrician, made a trip to Toledo, O., the latter part of April.

Dorothy, daughter of Wm. Lambert, Foreman of Laborers, was a visitor in Washington, D. C.

Mrs. H. L. Petit, wife of Machinist, was in Huntington, W. Va., the first part of April.

Jack, son of J. F. Todd, Machinist, visited friends in Louisville.

Genevieve, daughter of Joe Wilson, Machinist Helper, was in Louisville visiting relatives and friends.

A. D. Agnew, Supervisor of Bridges and Buildings, was in Lexington on business April 17.

## Transportation Department

T. C. Russell, Cashier, and wife, spent their vacation with Mr. Russell's parents, at Lebanon, O.

H. D. Paynter, Secretary to Superintendent of Terminals, and wife, spent Saturday and Sunday, April 13 and 14 in Louisville, visiting Mr. Paynter's sister.

A. Mitchell, Jr., Superintendent of Terminals, and wife, have returned from Jacksonville and Lake Worth, Fla., where Mr. Mitchell has been spending his vacation.

## Winchester, Ky.

W. H. Mansfield, Correspondent

Russell Arnold, Rate Clerk, Lexington, was a visitor here April 1.



W. H. Mansfield

P. W. Williams, Rate and Bill Clerk, Martin, has accepted the position of third trick Baggage man at this station.

L. R. Hart, Claim Clerk, spent March 30 with friends in Lexington, Ky.

J. W. Board, Chief Clerk, spent March 31 with relatives in Lexington.

J. B. Harris, Superintendent,

was in Winchester April 4.

F. J. Friel, Agent, attended the Ohio Valley Shippers' Regional Advisory Board Meeting held in Columbus, O., April 9 and 10.

L. Losser, Station Supervisor, was here April 17.

J. W. Bean, Check Clerk, and wife, of Morehead, were visitors in this city April 15.

W. H. Mansfield, Accountant, and wife, attended a dinner-bridge given by Mr. and Mrs. Steve Parrish at the LaFayette Hotel, Lexington, April 18.

F. J. Friel, Agent, who was recently elected president of the Rotary Club of this city, attended the convention held in Ashland April 15 and 16.

P. M. Williams, third trick Baggage man, has moved his family from Martin, Ky., to his newly-purchased home on Burns Avenue, in this city.

G. C. Hayes, Assistant Cashier, and wife, motored to Wildie, Ky., and spent April 21 with Mr. Hayes' mother.

F. S. Bailey, first trick Operator, has resumed duty after several days' stay in Ashland, Ky.

L. L. Helwig, Extra Operator, was here the week of April 15.

R. F. Anglin, Extra Operator, relieved F. S. Bailey several days the first half of April.

C. B. Fleet and his crew of Landscape Gardners added to our already-beautiful grounds by sowing Kentucky blue grass seed



B. F. Roberts



Gladys Henry

## HUNTINGTON AND LOGAN DIVISIONS

Tillie Hanshaw, Associate Editor

On Monday evening, April 22, W. S. Spencer, Supervisor of Track, Barboursville District, celebrated his seventy-seventh birthday with a dinner party at his home in Barboursville, W. Va. Those present were H. E. Webb, Superintendent, and wife, M. I. Dunn, Division Engineer, and wife, S. C. Taylor, Dispatcher, and wife, M. R. McNeer, Chief Train Dispatcher, and wife, Earl Spencer, son of W. S. Spencer, and wife; B. R. Gould, Cost Engineer, and wife; R. L. Kettbridge, Assistant Division Engineer; B. B. Bryant, Chief Clerk to Division Engineer; S. E. Smithson, Assistant Engineer; James Brady, Mayor of Barboursville, and W. S. Spencer, and wife. Mr. Spencer's friends presented him with a beautiful cane with the inscription "To W. S. Spencer, from his Fellow Officers of the Chesapeake and Ohio Railway, April 22, 1929."



Tillie Hanshaw

Spencer, and wife; B. R. Gould, Cost Engineer, and wife; R. L. Kettbridge, Assistant Division Engineer; B. B. Bryant, Chief Clerk to Division Engineer; S. E. Smithson, Assistant Engineer; James Brady, Mayor of Barboursville, and W. S. Spencer, and wife. Mr. Spencer's friends presented him with a beautiful cane with the inscription "To W. S. Spencer, from his Fellow Officers of the Chesapeake and Ohio Railway, April 22, 1929."

## Zone Accounting and Revision Bureau

Ethyl B. Costello, Correspondent

Marguerite Doty, Comptometer Operator in the Revision Bureau, visited friends in Muncie, Ind., the week-end of April 27.



Ethyl B. Costello

The Zone Bridge Club was entertained at the home of Mr. and Mrs. Lyle Peyton, on the evening of February 5. Six tables were in play, and high prizes were won by Mrs. Gray Loury and Ralph Gould.

J. A. Gallagher and J. W. Hill, Managers of the Accounting and Revision Bureaus, were in Richmond March 28 to 30, attending a meeting of Zone Managers, Accounting Officers and Traveling Auditors.

Albert Gill, Revisor, spent a few days in April in Farmville, Va., visiting his brother, who has since left for Albuquerque, N. M., for the benefit of his health.

J. H. Hardin, Engineer on the Norfolk and Western, and father of George H. Hardin, Correction Clerk, died at his home in Kenova, W. Va., March 25.

Opal Gilley, Comptometer Operator, has returned to the office, after a short illness.

## Reclamation Plant--Barboursville, W. Va.

L. W. Ross, Correspondent

C. E. Altizer, Sheet Metal Worker Helper, spent the week-end of April 21 in Cincinnati, O., enjoying baseball games at Redland Field.

H. S. Henderson, Electrician, left Barboursville April 19, for Richmondale, O., to make preparations necessary to bring his family to Barboursville. Mr. Henderson was but recently moved from road work on the Northern Division to shop work at the Reclamation Plant.

His duties having taken him to the vicinity of Cincinnati, Walter Constance, Supervisor of Reclamation, was one of the many to see the Reds win their opening game on April 16.

Walton Grove, former Section Storekeeper at the Signal Store, and now Construction Storekeeper on the new third-track work, has moved his residence to Huntington, W. Va.

Stuart Waugh, Laborer, was one of a number of Barboursville residents to enjoy the baseball game played at Redland Park, Cincinnati, on April 21.

The ladies of the Methodist Church, most of them wives or daughters of railroaders, served a chicken dinner to about sixty of the employes of the Reclamation Plant and the Signal Store on April 16.

D. K. Roll, General Signal Supervisor, has been a frequent visitor to Barboursville lately, making preparations for his work on the new third track.

Charles Persinger, Supervisor of Signals, was a business visitor to Barboursville during the early part of April.

R. E. Mallory, Telegraph Operator, has returned to Barboursville carrying a fine coat of Palm Beach sunburn.

## Eunice Fuel Mine

Lydia P. Jordan, Correspondent

L. A. Perry, Tracklayer, and family visited friends at Bald Knob, W. Va., April 13.



Lydia P. Jordan

R. C. Cofer, Assistant Mine Foreman, spent March 13 and 14 at his home in Alderson, W. Va.

E. R. Fairburn, Assistant Mine Foreman, transferred from Sarita Mines to Eunice Mine No. 2, moved his family to Eunice the early part of April.

L. E. Grant, Superintendent, was called to his home

in Montgomery, W. Va., on account of the illness of his mother, Mrs. R. H. Grant, who was injured in an automobile accident the early part of April.

Master Robert McArthur, small son of John McArthur, Coal Loader, is happy to be at home again, after spending six weeks as a patient in the Kanawha Valley Hospital, of Charleston.

J. M. Hardin, of Charleston, W. Va., was a visitor in Eunice April 14.

Mary Fesko, daughter of Paul Fesko, Coal Loader, spent April 1 to 4 visiting friends at Dorothy.

Frank Santo, Coal Loader, and family, motored to Charleston, W. Va., April 5.

H. E. Masters, Dorothy Merchandise Store Clerk, has been transferred to Eunice for awhile.

T. H. Jones was in Charleston, W. Va., April 7.

The following employes purchased new cars during April: Alvin Perry, Sub-Station Man, a sedan; Frank Davis, Coal Loader, a sedan; O. W. Bradford, Machine Runner, a coupe; Toney John, Coal Loader, a coupe; Duffie Raines, Tipple Foreman, a roadster; H. G. Howell, Mine Foreman, a sedan.

Paul Fesko, Coal Loader, and family, motored to Charleston, W. Va., April 5.

O. W. Bradford, Machine Runner, and Mrs. Bradford, with their daughter, Gladys motored to Charleston, W. Va., March 18.

## Dorothy and Sarita Fuel Mines

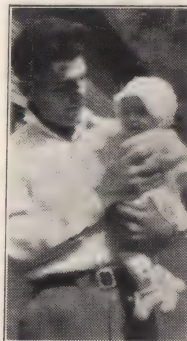
Eva and Hazel Howell, daughters of H. G. Howell, Mine Foreman, Eunice Mines, were guests of Mrs. M. J. Scanlon, wife of Scrip Clerk, April 17 to 19.

B. H. Pettry, Storekeeper, was on vacation April 15 to 25.

J. H. Ellis, Billing Clerk, purchased a new coupe April 13.

L. E. Grant, Superintendent, Eunice Mines, was in Dorothy April 19 on account of business.

A. R. Thompson, Road Foreman of Engines, and E. G. Foster, Assistant Trainmaster, Cane Fork, W. Va., were business visitors in Dorothy the afternoon of April 1.



Josh Rickman and daughter

This is Josh Rickman, Dumper, Dorothy Mines, and infant daughter, Betty Jane, aged three months.

The Christian Endeavor Society of the local church entertained the evening of March 15 with a St. Patrick's Party. The party was the forfeit in the contest between the Blues and the Reds which was conducted in

order to build up the Society. Mrs. Bruce Foster, wife of Weighmaster, Dorothy Mines, acted as hostess, and was assisted by members of the Blue side. Games were played and a buffet supper was served to the following: The Rev. and Mrs. C. H. Doolittle, Mr. and Mrs. Nelson Peters, Mrs. Pearl Rogers, Mrs. B. H. Pettry, Mrs. Stella Kirk, Mrs. Bruce Foster, Fannie Lee Toombes, Grace Tabor, Mae Foster, Dorothy Foster, Alice Jarrel, Jessie Jarrel, Goldie Jarrel, Arba Foster, Pauline Pettry, Ethel Pettry, Albert Harvey, John Kirk, James McCleaf, Dallas Peters, and Benny Peters.

Mae Foster entertained at her home with a miscellaneous shower the evening of March 2 in honor of Mrs. Arthur Jarrel, formerly Helen Kincaid. A mock ceremony was given by Vernon Foster as minister, Joy Foster and Pat Henry Everette as bride and groom, and Edith Kincaid and Bunny Harvey as bridesmaids. Refreshments were served to Mrs. Arthur Jarrel, Mrs. B. H. Pettry, Grace Tabor, Fannie Lee Toombes, Beulah Cash, Goldie Jarrel, Alice Jarrel, Dorothy Foster, Arba Foster, Mae Foster, Arthur Jarrel, Harold Kirk, Steve Collias, James Ellis, Carl Nutter, James Jelsomine, Crystal Foster, George Goins, Galford Kincaid, Frank Foster, and Finna Karantonis.

## Catlettsburg, Ky.

C. C. Hill, Correspondent

Willie and Charlotte, daughters of Will Caines, of Lexington Division, attended the theater in Huntington April 3.

C. C. Preston, Operator, Pike Crossing, was mingling with friends here on April 10 and again on April 15.

T. E. Daugherty and family spent the day with Mrs. Reese Davis of Ashland, Ky., April 14.

Mr. and Mrs. Neal and Lena Gunther, of Huntington, attended the funeral here of Mrs. Hattie Gilkinson, mother-in-law of George Cantley, Operator, who died April 3. Miss Gunther is a niece of Mrs. Cantley.



C. C. Hill

Mr. and Mrs. D. T. Bruce have taken up their residence at Hinton, W. Va., where Mr. Bruce is employed by the Chesapeake and Ohio Railway Company.

Ruth Daniel, granddaughter of J. A. Seitz, Bridge Supervisor, has returned from Paintsville, Ky., where she was the guest of relatives and friends.

Dorothy Irwin, daughter of L. M. Irwin, Dispatcher, accompanied the Glee Club and their director to Lexington April 12, to take part in the state contest. Miss Irwin assisted in directing the Glee Club.

I. L. Arthur, Maintainer, Clyffeside, Ky., off duty twenty-three days since March 11, has returned to work.

C. R. Kirtley, Maintainer, second trick, Clyffeside, has been temporarily promoted to Inspector on new work. P. C. Smith, third trick maintainer, was advanced to second trick, and Mr. Abshire, of Huntington, was given third trick.

T. E. Taylor, Agent, wife and daughter, were in Cincinnati during the week-end of March 30.

Mrs. Hattie Gilkerson, aged eighty-five, died April 3 at the home of her son-in-law, George Cantley, Operator in this city. The funeral, held at the residence, was conducted by the Rev. A. G. Cox, Pastor of the First M. E. Church, assisted by the Rev. W. C. Pearce, Pastor of the First Baptist Church. Burial was made in Catlettsburg Cemetery. The funeral was attended by numerous friends and relatives from Huntington, Charleston, and other points.

## Charleston, W. Va.

N. S. Stark, Jr., Correspondent

A. L. Settle, Freight Agent, and J. R. Roycroft, General Agent, were in attendance at the recent meeting of the Ohio Valley Shippers' Advisory Board, held at Columbus, O.



N. S. Stark, Jr.

Peggy O'Dell, Stenographer, Morris Street Freight House, has returned to her duties, after a vacation enjoyed at Miami Beach, Fla.

Mrs. C. Y. Custer, Rate Clerk, has returned from a short motor trip to Washington, D. C.

Bonnie Griffin, Stenographer, and Gertrude Buford, Comptometer Operator, spent a recent week-end at Huntington, W. Va.

Nora Coleman, Clerk, has returned from a visit to her parents, at Hurricane, W. Va.

Delmar Kraft, Bill Clerk, spent Sunday at Beckley, W. Va.

Mrs. Luke Burry, Assistant Cashier, has returned from a visit to her father, at Fayetteville, W. Va.

R. M. Hunter, Auditor Overcharge Claims, Richmond, and I. B. Middleton, Division Freight Agent, Huntington, were business visitors at Charleston during April.

W. O. Sydnor, Assistant General Freight Agent, was at Charleston on business during April.

C. Raikes, Rate Clerk, Owens Station, has returned from a short visit at Wheelersburg, O.

E. L. Stone, Cashier, Owens, W. Va., was a recent visitor at Huntington, W. Va.

W. M. Simpson, Demurrage Clerk, has resumed his duties at Owens Station, after an absence of several weeks on account of vacation.

R. L. Myers, Clerk, Morris Street Station, has returned to his regular duties after filling in as extra Clerk at Owens during April.

J. C. Risk, Clerk, spent his vacation during April at Washington and Cincinnati.

Mrs. J. R. Perry, wife of the Agent at Owens, has returned to her home from a visit with relatives and friends at St. Albans, W. Va.

Mrs. R. F. Perry, wife of Conductor, Russell, Ky., has returned to her home after a visit with J. R. Perry, Agent, Owens, and wife.

H. J. Davis, Yardmaster, Charleston, has returned from a visit at Columbus, O.

C. L. Simpson, Clerk, South Charleston Station, has returned from a visit to Washington.

C. M. Ammick, Clerk, Bridge Junction Yard Office, and wife, spent several weeks visiting at various points in Florida.

G. C. Robson, District Passenger Agent, Southern Railway, Cincinnati, was a recent visitor at Charleston.

C. W. Kouns, Clerk to Terminal Trainmaster, Charleston, spent several days at Lexington, Ky., during April.

W. H. Cox, Jr., City Ticket Agent, and wife, motored to Mrs. Cox's old home, at Buffalo, W. Va., and spent Sunday with friends and relatives.

R. E. Garrison, District Passenger Agent, Canada Steamship Lines, Pittsburgh, was a recent business visitor at Charleston.

C. E. Sawyer, Traveling Passenger Agent, Southern Railway, Cincinnati, was at Charleston on business during April.

## St. Albans, W. Va.

W. T. Hanifin, Correspondent

J. R. Cary, Jr., Trainmaster, and B. Jackson, Supervisor, attended the Co-Operative meeting, at Huntington March 26.



W. T. Hanifin

Charles Henzman, Engineer, and family, of Ashland, Ky., spent the week-end of March 24 with their parents, John Henzman and family, at St. Albans, W. Va.

J. R. Cary, Jr., Trainmaster, and family, had as their week-end guest, March 24, their niece, Emily Turner, of Ronceverte, W. Va.

The Clerks' Association held their annual banquet April 3, at the home of Mrs. J. W. Kiser, on B Street, and were served by the ladies of the Southern Methodist Church. A very enjoyable evening was reported by all present.

Mrs. B. Jackson, wife of Supervisor, and Mrs. B. F. Selbe, wife of Chief Clerk, were shopping in Charleston March 4.

Mrs. John Miller, wife of Engineer, was hostess to the Sunshine Sewing Club at her home, on Fifth Avenue, April 11.

Mrs. Roth Hereford, wife of Yard Clerk, and little daughter, Peggy, were visitors in Charleston April 10.

Charlie Curnes, Tool Car Foreman, has installed a new radio in his home, on Washington Street.

Helen Selbe, daughter of B. F. Selbe, Chief Clerk, who is a student at Marshall College, Huntington, W. Va., spent the week-end of April 14 with her parents, at St. Albans, W. Va.

Mrs. George Stern, wife of Engineer, had as her guest recently her sister, Miss Mullens, of Madison, W. Va.

Austin Smith, Assistant Cost Engineer, motored to Mount Sterling, Ky., and visited his friend, John Fogle, Assistant Cost Engineer, of that place.



Sproul Yard, W. Va., showing Dispatcher's Office, Turntable, Water Tank, and Bridge over Little Coal River.

J. R. Cary, Jr., Trainmaster, and family, motored to Ronceverte April 20, and spent the week-end with Mrs. Cary's parents, Mr. and Mrs. A. B. C. Bray, of that place.

J. O. Murray, Conductor, and wife, were shopping in Charleston April 22.

B. Jackson, Supervisor, and wife, motored to Morehead, Ky., April 14, and spent the week-end with relatives.

J. R. Cary, Jr., Trainmaster, and family, had as their guest April 19, Mr. Carey's father, J. R. Cary, Sr., General Superintendent of the Eastern General Division.

E. C. St. George, Yardmaster, Danville, W. Va., has purchased a new sedan.

James Henzman, Report Clerk, was a visitor in Charleston April 20.

B. F. Selbe, Chief Clerk, visited friends at Montgomery, W. Va., April 21.

A. P. Smith, Assistant Cost Engineer, motored to Lower Falls, W. Va., April 13.

John Henzman, Supervisor, and family, had as their guests April 21, their daughter, Mrs. L. T. Anderson and children, of Barboursville, W. Va.

G. C. Vandaveer, Wire Chief, of Huntington, W. Va., was a visitor in St. Albans April 22.

L. B. Wilfong, Clerk, was a visitor in Huntington, W. Va., April 23.

J. R. Cary, Trainmaster, attended the conference of the Safety Section of the American Railway Association held in Indianapolis April 23 to 25.

John Murray, Conductor, and Fred Tormey, Storehouse employe, were visitors in Scott, W. Va., April 23.

## Handley, W. Va.

Elvin McLaughlin, Correspondent

S. P. Mahanes, District Boiler Inspector, was a visitor at the Shops on March 27.

G. P. Gibbs, Trainmaster, attended the Co-Operative Meeting in Huntington March 26.

George Griggs, Brakeman, who has been in the Chesapeake and Ohio Hospital, in Huntington, for several months, returned home the latter part of March.

J. J. Murray, Ticket Agent, was away three days during March, attending the funeral of Mrs. Murray's father, who died at his home, in Sutton, W. Va., on March 25. J. F. Wade, Operator, handled the Agency during Mr. Murray's absence.

W. S. White, Engineer, and wife, had as their guests on Easter Sunday, their daughter, Mrs. W. J. McCann, of Hurricane, and her small daughter, Betty June.

Dewey Cash, Car Inspector, and wife, of Charleston, visited Mrs. Mary Cash here March 31.

Louise Henley, of Huntington, spent the Easter holidays here with her brother, T. L. Henley, Car Distributor, and wife.

Marjorie McLaughlin, and Margaret Reasor, of Huntington, spent the Easter holidays here with G. E. McLaughlin, General Foreman, and family.

Mrs. G. P. Gibbs, wife of Trainmaster, and sister, Sara Maud Jackson, attended the Todd-Clark wedding in Catlettsburg, Ky., March 30.

O. D. Persinger, Clerk, attended the Todd-Clark wedding in Catlettsburg.

Mrs. R. W. Hunter, wife of Yardmaster, and sister, Mrs. D. Ray Withrow, motored to Charleston March 30.

W. W. Womack, Fireman, wife and small son, spent Easter in Ansted with Mrs. Womack's parents, Mr. and Mrs. G. W. Adams.

Mrs. B. J. Johnson, wife of Conductor, entertained Dr. B. F. Caudill, and Rev. E. W. Webster at dinner on April 8.

E. W. Saxton, Train Air Brake Repairer, and wife, and Mrs. Walter Farley, were called to Charleston April 9, due to the death of a relative.

C. H. Doebler, Assistant Master Mechanic, visited Handley Shops April 9.

Mrs. G. E. McLaughlin, wife of General Foreman, and Mrs. W. A. Morton, wife of Car Inspector, attended the cantata which was rendered by the Montgomery Choral Club, in the N. R. S. School Auditorium April 7.

Those who have purchased new automobiles this Spring are G. P. Gibbs, Trainmaster; G. E. McLaughlin, General Foreman; C. C. Fout, Yardmaster; O. D. Persinger, Clerk; R. W. Hunter, Yardmaster; and E. C. Hicks, Engineer.

Mrs. W. R. Harrington, wife of Chief Clerk to Trainmaster, has reopened the restaurant, formerly occupied by Garland Abshire, in the Keglar Building, which has been very attractively redecorated.

The Rev. Mr. Caudill and the Rev. Mr. Webster were the dinner guests of Mrs. T. L. Henley, wife of Car Distributor, April 10.

Others who entertained the Rev. B. F. Caudill and the Rev. E. W. Webster during their stay here were W. W. Womack, Fireman, and wife; Everett Saxton, Car Inspector, and wife; Mrs. W. S. White, wife of

22. A delightful evening was spent after which refreshments were served to H. L. Tudor, Train Air Brake Man, and wife; W. A. Morton, Car Inspector, and wife; Mrs. W. S. White; Mrs. A. Lares, wives of Engineers; Mrs. T. L. Henley, wife of Car Distributor; Mrs. B. J. Johnson; Mrs. Wm. Sydnor, Mrs. Wm. Garrett, Mrs. C. B. Fout, wives of Conductors; Mrs. L. A. Goad, wife of Machinist Helper; Mrs. R. E. Crist, wife of Car Repairer; Mrs. Allen Welch, wife of Tool Car Foreman; Garland Abshire, Car Repairer Helper, and wife; Mrs. Nannie Morris, Miss Nannie Morris; Mr. and Mrs. I. W. Houchins, and daughter, Frances; C. A. Cash, wife and children; Mike Johnson, Tom Cash, Car Inspectors, and the following out-of-town guests: J. D. Cash, Car Inspector at Charleston, and wife; Mr. and Mrs. Okey Quinn, of Charleston, and Mr. and Mrs. W. A. Johnson, of Kanawha City.

W. A. Gilmore, Inspector of Lubrication, was a visitor at the Shop April 24.

Mrs. Dow Adkins, wife of Tool Car Derrick Engineer, and children, visited relatives in Huntington in April.

Mrs. Earl Alexander, wife of Boilermaker Helper, visited relatives in Huntington the week of April 7.

Bryce Carson, Rodcup Filler, and wife, visited in Huntington last month.

C. J. Conner, Shop Track Laborer, visited in Washington last month.

Among those who visited in Huntington last month were J. K. Young, Rodcup Filler, and wife; J. C. Young, Machinist Helper; Claud Snead, Clerk; Mrs. W. A. Summers, wife of Machinist and son, William; Mrs. H. S. Strow, wife of Machinist; Mrs. Herbert Smith, wife of Machinist Helper, and



Elvin McLaughlin



Cabin Creek Branch Passenger Train, Kayford, W. Va., 1917. Left to right, J. M. Gilliland, Brakeman; E. T. West, deceased; J. Douglass, Fireman; J. J. Murray, Agent; J. C. Crist, Mail Carrier; E. Stone, I. L. Verlander, Engineer, and C. T. Custer, Conductor

Engineer; Mrs. J. L. Simpson, wife of Car Distributor, and Mrs. W. R. Harrington.

G. E. McLaughlin, General Foreman, and family, motored to Huntington Sunday, April 21.

O. D. Persinger, Clerk, motored to Eagle Rock, Va., April 21, and visited his parents.

Charles Livesy, Conductor, was a visitor in Huntington April 21.

J. L. Garretson, Engineer, and wife, and Mrs. Scott Taylor, wife of Operator, of Huntington, motored to Handley April 18 and visited friends among whom were Mrs. W. S. White, wife of Engineer; Mrs. T. L. Henley, wife of Car Distributor, and Mrs. Allen Welch, wife of Tool Car Foreman.

Mrs. W. S. White, wife of Engineer, visited her daughter, Mrs. W. J. McCann, in Hurricane, W. Va., March 22.

A surprise birthday party was given in honor of C. A. Cash, Fireman, who recently returned from the Chesapeake and Ohio Hospital, in Huntington, by his mother, Mrs. Mary Cash, at her home the night of April

son, Oden; Mrs. H. B. Russell, wife of Pipe-fitter; Mrs. J. D. Manning, wife of Car Repairer, and daughters, Julia and Margaret; Mrs. D. L. Huddleston, wife of Machinist Helper; Mrs. Robert Glenn, wife of Boilermaker Helper; Mrs. J. W. Botts, mother of Machinist Helper; Mrs. Fred Dewitt, wife of Car Oiler and Packer, and daughter, Mary.

Mrs. J. L. Pritt, widow of Car Oiler, has returned from Charlottesville and Covington, Va., where she visited relatives.

J. A. Ward, Machinist, and wife, have returned from Norfolk, Va., where they visited relatives.

R. C. Worsham, Machinist, spent several days in Danville, Va.

Mrs. J. C. Myers, wife of Clerk in Car Department, shopped in Cincinnati, O., for several days.

Mrs. Mary Lake, mother of Carl Lake, Car Repairer Helper, has returned from Clifton Forge, Va., where she visited relatives.

C. L. Lehnis, Machinist, and wife, were visitors in Cincinnati.

Lynum Jackson, Ticket Seller at Catlettsburg, Ky., visited friends here April 21.

Mrs. G. K. Pitchford, wife of Storekeeper, and daughter, Esther Maud, have returned from Atlanta, Ga., where they visited the former's parents.

D. Ray Dulaney, Roundhouse Clerk, and wife and children, visited Mrs. Dulaney's sister, in St. Louis, Mo., in May.

Garland Abshire, Car Repairer Helper, and wife, had as their guests the week of April 21, Mr. and Mrs. Carey Rule, of Charleston.

The officers of the Handley Parent-Teachers' Association held a business and social session at the home of Mrs. T. L. Henley, wife of Car Distributor, the evening of April 23, to make plans for a bake sale and social on April 30, the proceeds to be put on the school library. Those attending the meeting were Mrs. Allen Welch, wife of Tool Car Foreman; Mrs. B. J. Johnson, Mrs. William Sydnor, Mrs. Robert Stephenson, wives of Conductors; Mrs. J. L. Simpson, wife of Car Distributor; Mrs. W. A. Morton, wife of Car Inspector; Mrs. W. S. White, wife of Engineer, and Mrs. Henley.

The Handley Baptist Church concluded a series of revival meetings, conducted by Dr. B. F. Caudill, of Huntington, and Rev. E. W. Webster, pastor, on April 17, which were very successful, the community as well as the church have been blessed. Twenty-two were received into the church, nineteen presented themselves for baptism, fifteen of whom are members of Chesapeake and Ohio families.

G. E. McLaughlin, General Foreman, and A. R. Thompson, Road Foreman of Engines, addressed the school children in the Chelyan School, on April 18, on Safety First, and the children in the Handley School on April 23.

### Logan, W. Va.

Earl Downs, Correspondent

Bertha Morris, of Marmet, W. Va., visited her brother, Charles R. Morris, Rate Clerk, at Logan, W. Va.



Earl Downs

Herbert Chafin, Demurrage Clerk, and M. B. Perry, Check Clerk, visited friends and relatives in Staunton, Va., the week-end of April 6.

Charles R. Morris, Clerk at Logan, was commissioned scoutmaster of Troop No. 3.

H. A. Davin, Assistant Superintendent, and W. C. Lybarger, Secretary of Y. M. C. A., spent Thurs-

day, April 19, in Huntington attending a meeting of the Younger Men's Recreation Department of the Chesapeake and Ohio Railway.

Lewis Judy, Clerk, spent Thursday, April 19, in Huntington.

Herbert Chafin, Clerk, has returned to work, after enjoying a nine-day vacation.

L. W. Walker, Clerk, and family, from Meadow Creek, W. Va., visited F. G. Thompson, Warehouse Foreman, Logan, W. Va.

C. M. Ferguson, Assistant Land Appraiser, from Richmond, Va., now is stationed at Logan, assisting Mr. Shaw.

Mr. Young, Assistant Land Appraiser, stationed at Logan, has accepted a position with the Construction Department, and now is stationed at Whitman Creek, W. Va.

Mrs. A. A. Updike, wife of Machinist, died April 20, at Huntington Hospital.

R. K. Flanagan, E. B. Motes, and W. W. Atkins, were in Cincinnati, April 16, to watch the opening ball game.

Roy Mitchell, Guthrie Hale, and Winfred Fortune attended the Younger Men's Conference in Huntington April 18 to 20.

H. C. Gillespie, Master Mechanic, was a business visitor at Peach Creek Shops April 12.

W. H. Gorman, General Chairman of Machinists, was a visitor at Peach Creek, W. Va., April 12.

Paul Morris, Clerk, visited his parents, in Lewisburg, W. Va., April 6.

R. A. Culbertson, District Boiler Inspector, was at Peach Creek, W. Va., April 18.

F. E. Wright, Chief Clerk to Master Mechanic, was a visitor at Peach Creek Shops April 25.

## HUNTINGTON SHOPS AND GENERAL STORES

Lois R. Black, Associate Editor

### Office of General Storekeeper

Dr. Walter E. Vest, of the Chesapeake and Ohio Hospital, who is a member of the board



Lois R. Black

of directors of the Tuberculosis Association, spoke to the Shop men during the noon hour of April 22, on the Early Diagnosis Campaign.

H. B. Kirkland, Managing Editor, Railway Purchases and Stores Magazine, was a visitor at the General Store April 22.

Mrs. Lulu Allison, Clerk, has been granted a leave of absence, on account of illness.

Mrs. Bessie Newman, Correspondent, was confined to the Chesapeake and Ohio Hospital several days, on account of illness.

Della Nicholas, Clerk, visited friends in Thurmond, W. Va., Sunday, April 21.

Archie Adkins, Laborer, enjoyed the week-end of April 21 with relatives at Beech Fork.

G. C. Clark, Foreman, and daughter, spent the week-end of April 21 with relatives in Richmond, Va. Mrs. Clark visited her mother, in Cleveland, O.

J. P. Tomlinson, Section Helper, spent the week-end of April 21 with friends in St. Albans, W. Va.

Fred Krey, Laborer, enjoyed Sunday, April 21, with friends in Cincinnati.

G. H. Hubbard, Store Helper, and family, enjoyed Sunday, April 21, with his parents, in Clendenin, W. Va.

John Schroeder, Section Storekeeper, and family, enjoyed Easter with friends in Iron-ton, O.

J. C. McCaughan, General Storekeeper, Hocking Valley Railway, was a visitor at the General Store March 28.

L. A. Strader, Material Inspector, was a very active and successful worker in the recent Y. M. C. A. drive at Huntington.

J. P. Kavanagh, General Storekeeper, was a business visitor during April in Raleigh and Hinton, W. Va., and Charlottesville, Va.

A. H. Young, Chief of the Stock Book Bureau, was in Erie, Pa., where he attended to Company business, during the first week in April.

John Schroeder, Section Storekeeper, and Mrs. Schroeder, had as their guests April 20, Mr. and Mrs. Ray Meade, of Altoona, Pa. Mr. Meade is a Boilermaker on the Pennsylvania Railroad, there.

Guy Hanshaw, aged thirty-two years, brother of Tillie Hanshaw, Associate Editor, passed away at his sister's home, in Huntington, April 17, following an illness of six weeks. Funeral services were conducted from the residence April 19, and burial made in Ridgeway Cemetery. Dr. R. T. Webb, presiding elder, and the Rev. John Beddow, of the Methodist Episcopal Church, officiated. His parents, Mr. and Mrs. H. C. Hanshaw; one sister, Tillie; his wife; one infant daughter, Tillie Marie; a step-daughter, Vivian Morrison, and a half-sister, Mrs. D. W. Church, of Huntington, survive.

### Master Mechanic's Office

Bessie Newman, Correspondent

Ike Stein, Shop Accountant, Richmond, Va., was a visitor at Huntington Shops on March 28.



Bessie Newman

J. E. Douglass, Car Foreman, and wife, enjoyed a very pleasant motor trip to Maysville, Ky., April 7.

George Fox, Clerk, Sixteenth Street, Huntington, made a short visit to Washington, D. C., April 12.

J. L. Moreland, Planing Mill Machine Operator at Sixteenth Street, Huntington, left April 3 for Hot

Springs, Ark., to spend a few weeks.

Lucian Keyser, Painter, has left the service of the Company to go on a farm he purchased near Hurricane, W. Va.

Mrs. W. E. Haley, wife of Machinist Inspector, Huntington Roundhouse, who was seriously ill for a few weeks, is able to be out again.

W. O. Carper, Roundhouse Clerk, second trick, has returned to work, after an illness of two weeks.

G. W. McMahon, Roundhouse Foreman, visited Russell, Ky., March 24, on Company business.

A meeting was held in the office of T. F. Barton, General Master Mechanic at Huntington, W. Va., on Wednesday, April 17, when a number of subjects were discussed. The meeting was presided over by J. A. Farley, Assistant to Chief Mechanical Officer, of Richmond, Va. The following persons attended this meeting:

J. A. Farley, Assistant to Chief Mechanical Officer; C. H. Terrell, Assistant to Chief Mechanical Officer; L. D. Freeman, Assistant to Chief Mechanical Officer; G. H. Langton, General Master Mechanic; E. R. Dowdy, Master Mechanic; C. W. Buffington, General Master Boilermaker; J. D. Blackburn, Chief Draftsman, and L. G. Bentley, General Safety Agent, of Richmond, Va. T. F. Barton, General Master Mechanic; H. C. Gillespie, Master Mechanic; E. A. Murray, Shop Superintendent; E. R. Hauer, Assistant Shop Superintendent; C. V. Ratcliff, General Car Foreman; J. P. Kavanagh, Superintendent of Stores, and W. H. Gan-

zert, Safety Inspector, of Huntington, W. Va. J. S. Williams, Master Mechanic, of Clifton Forge, Va.; G. W. Robertson, Master Mechanic, of Hinton, W. Va.; W. P. Hobson, Master Mechanic, of Ashland, Ky.; W. M. Evans, Master Mechanic, of Russell, Ky.; C. B. Hitch, Master Mechanic, Covington, Ky., and R. G. McKee, Master Mechanic, of Peru, Ind. The Master Mechanics remained over until April 18, to attend a Shopping Program meeting conducted by E. A. Murray, Shop Superintendent.

## Office Shop Superintendent

Katherine Asbury, Correspondent

H. E. Kennon, Clerk, visited friends in Charlottesville, Va., and Greensboro, N. C., April 13 to 17.



Katherine Asbury

C. A. Payne, Clerk, and Mrs. Payne, had as their guests during the week of April 15, R. M. Larsen, Mrs. Larsen, and three children, and Mr. Larsen's parents, of Miami, Fla.

D. C. McCrary, Clerk, and son, Herman, visited relatives in Cincinnati, O., April 20 and 21.

E. B. Hooten, Tinner, and fam-

ily, spent several days visiting in Washington, Ind., the early part of April.

Ancil Clark, Pipefitter Helper, has returned from a visit to Mount Hope, W. Va.

Wilkie Booten has completed his apprenticeship as Pipefitter, and has been employed at Covington, Ky.

Luther Graybeal, Pipefitter Apprentice, visited in Cincinnati, O., over a recent week-end.

Mrs. T. E. Holderby, wife of Foreman of Pipe and Tin Department, has returned from Wheeling, W. Va., where she was called on account of the illness of her sister.

C. S. Chandler, Pipefitter, and Mrs. Chandler, have returned from a very enjoyable visit with friends in Washington, Ind.

Mrs. A. D. Edwards, wife of Pipefitter, has been visiting in Charleston, W. Va.

L. C. Wilson, Pipefitter Helper, and Mrs. Wilson, enjoyed a visit with friends in Charlottesville, Va., during the early part of April.

C. H. Lemaster, Pipefitter, was a recent visitor in Cincinnati, O.

Mrs. V. L. Andrews, wife of Special Apprentice, has been visiting relatives in Richmond, Va.

G. H. Wheatley, Pipefitter Helper, spent a recent week-end in Cincinnati, O.

Roberta Leight, daughter of R. E. Leight, Electrician, visited friends in Louisville, Ky., during the latter part of April.

A. F. King, Molder Helper, and Mrs. King, recently visited in West Hamlin, W. Va.

M. J. Kellerman, Electrician Helper, was a recent visitor to Cincinnati, O.

C. C. Burke, Tool Room Foreman, accompanied by Mrs. Burke, daughter, Mary Margaret, and son, Charles, have returned from a delightful visit to their old home, in Peru, Ind.

Edward Wheatley, Electrician Apprentice, was in Cincinnati, O., April 20 and 21.

U. D. Waldrop, Timekeeper, who has been in the Chesapeake and Ohio Hospital for two weeks, has returned to work.

F. L. King, Timekeeper, spent the week-end in Columbus, O., April 20.

M. A. Sowards, Timekeeper, has purchased a new automobile.

Mrs. E. M. Darnell, wife of Timekeeper, spent several days with friends in Charleston, W. Va., during the latter part of April.

W. J. Hall, Chief Timekeeper, and Mrs. Hall, had as their guests the week of April 22, Allen Thompson, Efficiency Inspector, and Mrs. Thompson and daughter, Betty, of Richmond, Va.

A. N. Huff, General Carpenter, and Mrs. Huff, visited relatives in Maysville, Ky., April 20 and 21.

## Car Department

Alma Durham, Correspondent

Paul Maddox, Superintendent Car Department, and Mrs. Maddox; C. V. Rat-



Alma Durham

cliff, General Car Foreman, and Mrs. Ratcliff, accepted the invitation of I. E. Lively, Stenographer, to visit Camp Comfort Skeet Club, at Lavalette, W. Va., during the afternoon after the close of the Chesapeake and Ohio and Hocking Valley Railway Company Fifth Annual Younger Men's Conference, which was held in Huntington, W. Va., April 18 to 20.

Mrs. G. C. Morrison, wife of Car Repairer Helper, and daughter, Dortha, were called to Salt Rock, W. Va., on account of the death of her aunt.

Mrs. Lee F. Daniels, wife of Machinist, was chosen by the committee of judges as the winner of a contest to find the best solution of the final chapter to Anne Austin's mystery story, which appeared in the Huntington *Advertiser*. Mrs. Daniel's solution was selected as best on account of the judges taking into consideration its cleverness, the fact that it was logical, and the manner in which it was written.

Juanita Clark, daughter of C. E. Clark, Car Repairer, spent the Easter holidays in Logan, W. Va.

Silas Edens, pensioned Car Oiler, Mrs. Edens and daughter, Thelma, visited friends in Norfolk, Va.

W. A. Davies, Passenger Car Foreman, was in Cincinnati, O., April 20, attending a meeting of the Executive Committee of the Chesapeake and Ohio Veteran Employees' Association.

M. L. Senseny, Coach Carpenter, is in Chicago inspecting new equipment which is being built by the Pullman Company.

A. B. Wyant, Laborer, and Mrs. Wyant, spent a very enjoyable week-end with relatives in Craneco, W. Va.

Mrs. F. H. Hobgood, Stenographer, spent several days in Cincinnati, O., and Indianapolis, Ind., during the latter part of April.

C. H. Roberts, Gang Foreman, and Mrs. Roberts, and Mr. Roberts' sister, Mrs. W. L. Workman, spent the week-end of April 20 with their mother, in Gallipolis, O.

Oscar Lane, Car Repairer, and family, spent April 20 at Camp Creek, W. Va., visiting F. L. Eskew, Car Repairer, and family.

Mrs. L. A. Strader, wife of Chief Material Inspector, and son, Philip, were called to Green Bay, Va., on account of the serious illness of Mrs. Strader's mother.

T. N. Robertson, Car Repairer, has returned to work, after an absence of several days on account of sickness.

G. H. Jones, Laborer, spent the week-end of April 20 at his old home at Downs Creek, W. Va.

Mrs. J. N. Deitz, wife of Car Repairer Helper, visited her daughter in Charleston, W. Va., during April.

E. B. Meadows, Car Repairer, has moved to Huntington from his farm in Ohio.



Mrs. C. G. Smith

This is Mrs. C. G. Smith, wife of Chief Clerk to General Car Foreman, and her beautiful German police dog, of which she justly is proud.

M. M. Jackson, Gang Foreman, Mrs. Jackson, and Captain Paul Thomas, of the Twenty-sixth-Street Ferry Company, and Mrs. Thomas motored to Point Pleasant,

W. Va., and enjoyed a chicken dinner on April 7.

C. W. Maddox, Chief Car Inspector; G. H. Taylor, General Car Inspector; Earl Bendel and W. A. Gilmore, Lubrication Inspectors, and J. L. Quarles, Assistant to General Storekeeper, were business visitors at Huntington Shops during April.

Mrs. G. H. Black, wife of Car Repairer, is recovering from a serious operation.

A. J. Gill, Car Repairer, and sons, William and Patrick, visited relatives in Salt Rock, W. Va., during April.

James Lee Jackson, son of M. M. Jackson, Gang Foreman, visited his aunt, Mrs. Paul Thomas, in Proctorsville, O.

J. B. Newman, Gang Foreman, spent April 21 with friends in Russell, Ky.

L. A. Strader, Chief Material Inspector, spent April 23 in Manchester, O., inspecting sand pits.

Mrs. S. B. Hall, wife of Timekeeper, and little daughter, Nancy, have returned from a very enjoyable visit to Mrs. Hall's mother, in Baker, Fla. She also visited friends in Greenville, Ala.

C. W. Burger, Material Supervisor, Mrs. Burger, and son, Joe Allen, attended the funeral of A. A. Harford, Conductor on the Hinton Division, which was held in Hinton, W. Va., on April 21.

P. L. Watson, Air Brake Repairer, and family, visited his mother, in Scotown, O., April 21. On their return home, they were caught in a hailstorm which tore the top from his car.

L. S. Hatton, Air Brake Repairer, and family, motored out in Wayne County to visit relatives.

Mrs. G. E. Britt, wife of Machinist, has returned home from Richmond, Va., where she visited her parents.

Ottie Ferguson and G. B. Roy, Laborers, attended to business in Charleston, W. Va., April 15 to 29.

H. G. Jones, Laborer, has returned from an extended visit to friends on the Lexington Division.

Mrs. Fred Proctor, wife of Laborer, has returned from Richmond, Va., where she was called on account of the illness of her sister.

Mrs. M. E. Proctor, wife of Gang Foreman, has returned from Parkersburg, W. Va., where she attended a missionary meeting of the Methodist Episcopal Church, South, which was held at that place April 13 to 29.

C. V. Ratcliff, General Car Foreman, left

for Richmond, Va., April 23 to attend to Company business.

The following Apprentice Boys from the Car Department at Huntington Shops attended the Chesapeake and Ohio and Hocking Valley Railway Company's Fifth Annual Younger Men's Conference which was held at Prichard Hotel, April 18 to 20: E. E. Slack, B. L. Wells, L. E. Dorton, A. C. Chandler, E. K. Cottle, W. E. Wray, Buddy Ferguson, E. J. Milstead, and W. M. Jefferson. These young men are very loud in their praise and greatly appreciate what the Management is doing in their interest. The young men delegates who attended this Conference visited Huntington Shops during the recreational afternoon.

The following young men have received apprenticeship certificates, they having completed their apprenticeships as shown: Sid David Childers, Carman Helper Apprentice, April 1, 1929; James F. Delancey, Regular Patternmaker Apprentice, April 15, 1929; H. C. Plybon, Carman Helper Apprentice, April 20.

## Locomotive Department

L. S. LaGrange, Correspondent

Kelvin Lewis, Boilermaker Helper, visited relatives at Milton, W. Va., April 8.



L. S. LaGrange

Mrs. Virginia Parker, wife of J. Parker, Boilermaker Helper, died at her home March 29. Funeral services were conducted from the United Brethren Church. Interment was made in Ridgeland Cemetery.

N. R. Galloway, Boilermaker Helper, has moved into a new home, in East Highlawn.

Mrs. Clara Ramp, mother of F. J. Ramp, Boiler-

maker, died at Louisville, Ky., March 1. Mrs. Ramp was sixty-seven years of age, and is survived by three sons and one daughter, all of the sons being in railroad service. Funeral services were conducted from the Holy Cross Church, with the Rev. Father Hill officiating, interment being made in St. Louis Cemetery.

G. J. Garner, Boilermaker, made a business trip to Washington, Ind., April 8.

Denny Sullivan, Boilermaker, returned to work April 8, after being absent one week on account of illness.

L. E. Zimmerman, Boilermaker Helper, was called to Terra Alta, W. Va., the first of April, on account of the death of a brother.

N. F. Stephenson, Boilermaker, and family, have moved to their summer camp in Wayne County.

R. B. Thacker, Boilermaker, visited friends in Gallipolis, O., April 15.

Mrs. W. H. Miller, wife of Boilermaker Helper, visited her parents at Roncerverte, W. Va.

W. Swann, Boilermaker, and wife, motored to Logan, W. Va., April 20.

Vernon Dunkle, Boilermaker Helper, and wife, visited relatives at Logan, W. Va., April 20.

O. D. Sizemore, Boilermaker Helper, visited friends at Blue Sulphur Springs April 20.

Virgil Jarrell, Boilermaker, has moved into a new home on the outskirts of Barboursville, W. Va.

Milo Moreland, Boilermaker Helper Apprentice, has returned from a visit to friends at Clifton Forge, Va.

Frank Boler, Boilermaker, returned to work, after an absence of eighteen months on account of illness.

A. N. Greig, Boilermaker, has purchased a new home.

Kyle Stone, Boilermaker Helper Apprentice, and family, enjoyed several days during April visiting relatives at Moundsville, W. Va.

George Spears, Boilermaker, spent April 20 with friends at Parkersburg, W. Va.

I. J. Galloway, Boilermaker Helper Apprentice, has moved into his new home, at Proctorsville, O.

Cecil Leighton, Boilermaker Helper, returned from a visit to his parents, in Virginia.

William Akers, Boilermaker Helper, and family, visited relatives at Charleston, W. Va., April 14.

Henry Bunn, Boilermaker Apprentice, spent April 14 with friends at Wayne, W. Va.

Frank Andre, Engine Carpenter, and family, visited relatives at Cincinnati, O., during April.

Guthrie Moreland, Boilermaker Helper, and wife, motored to Milton, W. Va., on business, April 19.

Elmer and Harold Swarthout, sons of G. A. Swarthout, Conductor, Covington, Ky., spent the week-end of April 19, at the home of J. M. Stewart, Gang Foreman.

E. S. Gebhart, Boilermaker, returned to work April 5, after an illness of two weeks.

Garfield Backley, Boilermaker Apprentice, visited friends at Washington, D. C., April 7.

C. W. Buffington, Master Boilermaker, was a visitor at Huntington April 19.

W. H. McAllister, Boilermaker Helper, visited friends at Chicago, Ill., for a week the latter part of April.

K. L. Wallace, Laborer, and wife, spent the week-end of April 15 at Columbus, O.

## Locomotive Department

E. H. Owens, Correspondent

H. G. Wheeler, Machinist, and wife, were in Winston-Salem, N. C., visiting relatives during the Easter season.



E. H. Owens

was called to Richmond, Va., March 22, on Company business.

K. M. Aylor, Gang Foreman, and wife, returned from Miami, Fla., where they enjoyed a visit of several weeks. Mr. Aylor was in Florida recuperating from a several-months' illness. *En route* to Florida, they spent several days visiting Henry Justice, Secretary of the Y. M. C. A., and Mrs. Justice, of Oakdale, Tenn. Mr. Justice was formerly employed as Secretary of the Y. M. C. A. at Peach Creek, W. Va.

J. E. Carroll, Supervisor of Tools, and A. B. Hinerman, Supervisor of Machine Tool Production, were absent on Company busi-

ness during April. C. H. Brown, Machine Foreman, accompanied them to Cleveland, O., where they visited several manufacturing plants. Mr. Brown also visited the Big Four Railroad Shops, at Collinswood, O., before returning home. Mr. Carroll and Mr. Hinerman also visited various manufacturing plants at Hartford, Conn., Providence, R. I., and Philadelphia, Pa.

K. A. Morris, Machinist, was in Princeton, W. Va., on business, April 12 and 13.



First Column

This is the first steel column that was erected in building the new Locomotive Shops at Huntington, W. Va.

The George W. Stevens Veteran's Club of the Chesapeake and Ohio Railroad, at Huntington, W. Va., elected the following officers at a meeting held at the City Hall April 18: A. N. Huff, Cabinet Maker, president; August Fisher, Machinist, vice-president, and J. E. Verlander, was re-elected secretary. W. B. Gibson,

former president, was elected assistant secretary. Among those elected to the board of governors were E. I. Ford, Assistant to General Superintendent; E. C. Reece, Assistant General Foreman; J. E. Bick, Blacksmith; W. G. Watkins, Engineer, and Gillie Radford, Helper.

## HINTON DIVISION

V. E. Sydnor, Associate Editor

Mrs. J. A. Brackman, wife of Train Dispatcher, of Beckley, was in Hinton April 15, *en route* to Huntington, to visit relatives.



V. E. Sydnor

Mrs. W. C. Pollock, wife of Conductor, has returned from a visit to Mrs. F. H. Jennings, at Clifton Forge.

L. F. Scott, Engineer, and son, Billy, visited Mrs. L. F. Scott, who is a patient in the hospital at Clifton Forge.

G. W. Griffith, Conductor, and wife, and Annie Collins, who spent the winter at Cedar Key, Fla., returned home April 17.

Mrs. John Holstine and little daughter, of Welch, were the guests of her parents, J. T. Day, Conductor, and wife.

Mrs. E. M. Whanger, wife of Mechanical Inspector, and little son, Herbert, of Columbus, O., who have been spending some time in Hinton, visiting the former's parents, Mr. and Mrs. R. E. Noel, left April 11 for Charleston, where they spent a short time with Mrs. Whanger's sister, Mrs. Frank Sweeney, before returning to their home.

F. E. Galaspie, Conductor, was a patient at the Clifton Forge Hospital.

Lillian Seldomridge, daughter of N. D. Seldomridge, Engineer, has returned from a

visit to Mrs. B. L. Simmons, wife of Cost Engineer, at Richmond, Va.

R. A. Purvis, Timekeeper, and wife, visited the former's parents at Charlottesville, Va.

Maxine Kitts, of Beckley, has returned to her home, after a visit in Hinton with her aunt, Mrs. W. F. Burger, wife of Conductor.

Mrs. J. D. Morris, wife of Engineer, and Mrs. C. A. Shiplette, wife of Fireman and daughter, Verona, visited friends at Charleston.

F. T. Reece, Assistant Chief Dispatcher, was called to Westover, Md., on account of the death of his mother, who died April 10.

A. M. Huggins, Fireman, and wife, spent several days with the latter's parents, at Widen.

L. E. Galaspie, Clerk, and wife, left April 15 for Meadow Creek, to make their home.

F. W. Monroe, Clerk, and wife, of Meadow Creek, spent the week-end in Hinton with his parents, W. F. Monroe, Conductor, and wife.

Mrs. A. C. Harrison, wife of Conductor, who has been a guest of Mrs. L. W. Lynch, wife of Engineer, left April 17 for her home in Huntington.

Mrs. J. S. McCarthy, who had been in Hinton several weeks as the guest of her son, T. J. McCarthy, Brakeman, left April 17 for her home in Cincinnati, O.

E. C. Goodman, Division Material Accountant and Correspondent; Harold B. Purvis, Maintenance of Way Timekeeper, and John Merrill, Report Clerk, attended a baseball game at Washington, D. C., April 21.

Mrs. V. E. Sydnor, wife of Chief Timekeeper, and little son, Reginald, have returned from a visit to her parents, at Hurricane, W. Va.

Mrs. Cy Mann, Report Clerk, visited her parents, at Salem, Va., April 20 and 21.

J. W. Livesay, Agent, who was called to Roncverte by the death of his brother, has returned home.

William Gardner, son of L. Gardner, of Logan, spent Easter with his parents, in Hinton.

R. O. Dodd, Fireman, who has been a patient at the Clifton Forge Hospital, returned home March 30.

Billy Joe Brown and Johnny Sales, of Russell, Ky., visited the former's uncle, H. T. Brown, Superintendent.

John Herbert Swats, Messenger, and Andy Timberlake, Supervisors' Clerk, attended the Younger Men's Conference, which was held at Huntington, April 18 to 20.

## Maintenance of Way

E. C. Goodman, Correspondent

Charles Jeter, Supervisor's Clerk at Rainelle, spent Sunday, March 31, in Hinton, with relatives.



E. C. Goodman

Pete Allen, son of T. H. Allen, Supervisor of Bridges and Buildings, has returned to Marshall College, Huntington, to resume his studies, after spending the Easter holidays in Hinton, with his parents.

Mrs. J. H. Warf, wife of Section Foreman, and daughter, Muriel, and Nadine Watts, have returned from

a visit to Cincinnati, O.

Mrs. F. L. Bennett, wife of Signal Helper

at Deepwater, has returned from a visit to her parents, Mr. and Mrs. C. H. Cales, at Hinton, W. Va.

B. L. Simmons, Assistant Cost Engineer, spent the week-end of April 14 with his family, in Richmond, Va.

H. B. Purvis, Timekeeper, has returned from a trip to Washington.

Mrs. E. C. Goodman, wife of Material Accountant, has returned from Richmond, Va.

Mrs. H. M. Church, wife of Division Engineer, has returned from a trip to Baltimore.

Andy Timberlake, Supervisor's Clerk, has returned from the Younger Men's Conference held in Huntington, W. Va.

## Stores Department

Kathryn Wicker, Correspondent

C. G. Belcher, Counter Deliveryman, motored to Elk Knob March 27.



Kathryn Wicker

B. A. Cumbea, Division Storekeeper, was a business visitor at Thurmond, W. Va.

Mrs. R. Martin, grandmother of C. G. Belcher, Counter Deliveryman, died March 29, after an illness of several months.

Kathryn Wicker, Stenographer-Clerk, was absent April 4, on account of illness.

J. P. Kavanagh, General Storekeeper, was a business visitor at this office on April 5.

J. E. Hinton, Clerk, was absent April 3, on account of illness.

Marshall Adkins, Laborer, was absent April 6, on account of illness.

J. E. Mahaney, Superintendent of Stores, and J. L. Quarles, Assistant General Storekeeper, were business visitors at this office April 17.

## Hinton Shops

H. E. Price, Correspondent

R. E. Bransford, Assistant General Foreman, is suffering with pneumonia.

E. M. Whanger, Motive Power Inspector of the Hocking Valley, and family, have been visiting relatives here.

C. H. Haynes, Machinist, has been receiving treatment at the Hinton Hospital.

C. C. Glass, Machinist, has returned from Huntington, where he was called due to the illness and death of his sister.

Mrs. C. A. Comer, wife of Tank Repairer was visiting at Norwood, Va., April 3.

Mrs. J. S. Criser, wife of Lead Engine Carpenter, has returned from Huntington, where she attended the funeral of Mrs. Virginia Glass Parker.

R. M. McComas, Machinist, is a patient at the Hinton Hospital.

George Litsinger, of Charleston, was visiting his parents, Mr. and Mrs. P. K. Litsinger, Blacksmith, and wife, here, during Easter.

Mrs. S. L. Keffer, wife of Engine Painter, underwent an operation at the Clifton Forge Hospital, and is getting along nicely.

Lucy Goheen, daughter of Blacksmith, has returned from a visit with friends at Charleston.

E. K. Rogers, Machinist, has purchased a new car.

Cecil Hinton, of Peach Creek, has been visiting his father, E. T. Hinton, Car Repairer Helper, here, during Easter.

Mrs. A. P. Hayth, wife of Boilermaker, is being treated at the Clifton Forge Hospital.

Mrs. S. R. McLean, wife of Roundhouse Foreman, and son, Vernon, have returned from a trip to Charleston.

L. M. Reid, Pipefitter, has completed his apprenticeship, and accepted a position here.

W. L. Glass, Road Foreman of Engines, has returned from a short visit in Huntington.

Pauline and Margaret Fitzsimmons, daughters of J. G. Fitzsimmons, Pipefitter, have been visiting relatives in Charleston.

F. W. Harvey, Roundhouse Clerk, has returned home, after being treated at the Clifton Forge Hospital.

Kenneth Hutchison, son of J. D. Hutchison, Car Repairer, is quite ill.

V. F. Hamer, Pipefitter, and wife, have returned from a trip to Mooseheart, Ill.



Margaret Criser

Joe Maupin, Pipefitter, has purchased a new car.

J. D. Hutchison, Car Repairer, is a patient at the Hinton Hospital.

Margaret Criser, daughter of Lead Engine Carpenter, was hostess to the Loyal Workers Class of the Methodist Church, March 21, at her home, on Main

Street. The class was entertained by readings and songs from various members, and at the close of the program, a two-course luncheon was served.

G. W. Robertson, Master Mechanic, and family; James Brightwell, Machinist Apprentice, and Verna Lewis, daughter of Engineer, motored to Rainelle April 7.

C. R. Childers, Chief Clerk to Master Mechanic, spent the week-end of April 20 with his family, at Huntington.

Lulu Payne, Secretary to Master Mechanic, and Florence Payne, Stenographer-Clerk, spent the week-end of April 7 with relatives in Waynesboro, Va.

Mary Burke, Stenographer-Clerk, was visiting friends in Logan, W. Va., for several days during April.

Harry Wickline, Clerk, spent the week-end of April 20 with his parents, in Rainelle.

## Raleigh, W. Va.

A. L. Teubert, Correspondent

Mrs. Ida May Gleason has returned to her home, at Montgomery, after spending several days visiting her son, C. R. Gleason, Fireman, of East Beckley.

H. W. Doolittle, Conductor, and wife, of East Beckley, have returned from Cincinnati, O., and Huntington, W. Va., where they were visiting relatives.

James Brewer, son of T. F. Brewer, Engineer, who is attending Dunsmore Business College, of Staunton, Va., spent Easter Sunday with his parents, at East Beckley.

T. F. Barton, General Master Mechanic, of Huntington, and G. W. Robertson, Master Mechanic, of Hinton, were business visitors at Raleigh March 23.



A. L. Teubert

J. B. Hatcher, Engineer, of Thurmond, and family, spent Easter Sunday at the home of A. L. Teubert, Fireman, of East Beckley.

Mrs. A. L. McDaniels, wife of Engineer, of Beckley, has returned to her home, after spending several days with relatives at Clifton Forge, Va.

R. P. Deck, Brakeman, of East Beckley, motored to Logan, W. Va., and spent several days with relatives.

E. A. Garten, Engineer, of Raleigh, spent Easter Sunday with his family, at Huntington.

B. T. Corker, Terminal Trainmaster, acting as Trainmaster during the absence of F. W. Myers, Trainmaster, was a business visitor at Raleigh March 26.

John Halstead, Engineer, and W. L. Scruggs, Conductor, of Thurmond, were visitors at Raleigh March 24.

H. M. Blankenship, Engineer, and wife, motored to Ashland, Ky., and spent several days visiting relatives, returning April 3.

T. J. McDermot, Machinist, of Raleigh, has purchased a new automobile.

H. T. Brown, Superintendent, was a business visitor at Raleigh April 3.

O. Mills, Conductor, of Raleigh, has moved his family from East Beckley to Charleston.

H. H. Withrow, J. W. Fritz, E. C. Wilkerson, and P. O. Malone, Engineers, of Raleigh, were business visitors at Huntington, W. Va., April 4 and 5.

J. W. Gwinn, Fireman, and family, of East Beckley, motored to Gauley Bridge and Handley, Sunday, April 21, and spent the day with relatives.

Edith Snyder, daughter of W. I. Snyder, Conductor, of East Beckley, has been confined to the Raleigh General Hospital, undergoing surgical treatment.

## Rainelle, W. Va.-- Sewell Valley Sub-Division

Ada Dickson, Correspondent

William Campbell, Caller, and Philip Manning, Shop Laborer, left April 18 for Huntington, to attend the Younger Men's Conference Meeting.



Ada Dickson

P. L. Hoke, Carpenter, is in Hinton Hospital, where he underwent an operation for appendicitis.

O. W. Harrouff, Fireman, and wife, left April 19 for Huntington to visit Mrs. Harrouff's niece, Mrs. G. M. Morris.

J. H. Reed, Brakeman, and wife, were called to Hinton on April 18, on account of the illness of their infant daughter.

A. E. Waugh, Machinist, who underwent

an operation at the Clifton Forge Hospital for acute appendicitis, was able to return to work on April 10.

M. F. Lively, Brakeman, left for Clifton Forge Hospital on March 22 for a physical examination.

E. C. Goodman, Division Material Accountant, was in Rainelle April 18.

Mrs. Ruby Darlington Deck, wife of R. E. Deck, and daughter of William Darlington, Brakeman, left March 23 for Oak Hill, W. Va., where she will complete her High School Course.

J. M. Raine, Assistant Superintendent, was a business visitor in Charleston April 23.

R. Vawter, Trainmaster, recently returned from a brief visit to Monroe County, where he visited his parents.

C. F. Jeter, Clerk, left April 22 for Huntington Hospital for surgical treatment.

M. T. Llewellyn, Roundhouse Foreman, was visiting in Hinton April 18.

O. R. Nicholas, Pipefitter, visited in Huntington and Ohio over the week-end.

Frank Hebert, Machinist, visited his parents, at Clifton Forge, Sunday, April 21.

G. W. Robertson, Master Mechanic, and wife, visited M. T. Llewellyn, Roundhouse Foreman, on April 7.

H. T. Higganbotham, Roundhouse Foreman, is moving from Hinton to Rainelle, W. Va.

J. L. Holsberry, Fireman, and wife, visited in Charleston over the week-end.

A. H. Glass, Traveling Fireman; G. W. Robertson, Master Mechanic; B. A. Cumbea, Division Storekeeper, all of Hinton, and C. W. Buffington, of Richmond, were in Rainelle April 23.

H. T. Brown, Superintendent, was a visitor in Rainelle April 7.

Darrel Fisher, Secretary to Assistant Superintendent, and Robert Womack, Freight Clerk, visited in Huntington over the week-end.

The Mechanical Department, Transportation Department, and Clerks have each organized a baseball team and now are soliciting funds for equipment. The Mechanical Department now are in the lead, having raised their funds to eighty-five dollars.

Among the many ladies to attend the meeting of the Pythian Sisters in Hinton on April 19 were Mrs. John Long, wife of Machinist, and Mrs. L. Shrader, mother of Mrs. N. H. Keller, Telephone Operator.

Mrs. Ruby Fox, wife of Engineer, has returned from visiting her parents, at Stoney Bottom, W. Va.

Mrs. Ada Dickson, Correspondent, visited in Montgomery March 27 and 28.

## Thurmond, W. Va.

J. W. Dougherty, Correspondent

George Straughan, Engineer, spent Sunday, April 14, with his family, in Ashland, Ky.

T. H. Loving, Engineer, is back at work, after being off several days with influenza.

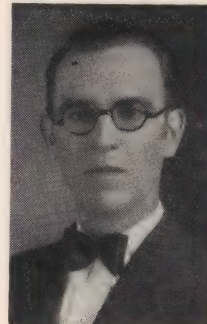
F. W. Myers, Trainmaster, who has been a patient in the Huntington Hospital for some time, returned to his duties April 23.

Mrs. F. M. Gwinn, wife of Engineer, left for Pharr, Tex., April 22, to settle up the estate of her deceased sister, Mrs. J. W. Kelley, formerly Jessie Wilson, who will be remembered by some of the older employees as Chesapeake and Ohio Operator at Lowell, W. Va. At the time of her death, Mrs. Kelley was manager of the Western Union, at Pharr, Tex.

F. H. Shumate, American Railway Association Clerk, and mother, spent the week-end of April 21 with relatives in Princeton, W. Va.

H. R. Griffin, Machinist, spent several days visiting his family in Richmond, Va.

J. E. Mahaney, Superintendent of Stores, and J. L. Quarles, Assistant to General Storekeeper, inspected Thurmond Stores April 16.



J. W. Dougherty

G. C. Porter, Roundhouse Foreman, and family, visited in Ashland, Ky., several days.

Mrs. Herbert Myers, wife of Machinist, of Cane Fork, W. Va., visited her sister, Mrs. V. V. Viar, March 31.

Mrs. McElfresh, of Pittsburgh, Pa., has been the guest of her daughter,

Mrs. C. W. Wells, wife of Chief Clerk to Trainmaster.

Lee French, Boilermaker Helper, spent April 15 to 19 with his family, at Pikeville, Ky.

H. D. Weatherford, Machinist, and wife, were visiting friends and relatives in Crewe, Va., April 3 to 9.

J. E. Fowlkes, Machinist, spent April 3 to 9 with his family, in Crewe, Va.

C. O. Darlington, Conductor, and wife, motored to Mullins, W. Va., and back Saturday night, April 20.

Mrs. Luther Goode, wife of Yard Clerk, spent April 18 in Charleston, W. Va.

Mrs. Robert Higgins, wife of Conductor, of Beckley, W. Va., accompanied by her daughter, Mrs. Brown, were guests of Mrs. C. O. Darlington April 17.

R. E. Sawyers, Clerk, visited in Ronceverte, W. Va., April 17.

M. A. Oliver, Freight Car Repairer, wife, and Mrs. C. T. McGuffin, wife of Freight Car Repairer, motored to Hinton, W. Va., April 23.

Mrs. Eva Carte, daughter of Blacksmith, spent Sunday, April 21, in Beckley, W. Va., with friends.

Frank O'Gara, Clerk, and Earl Lewis, Yard Clerk, spent April 16 and 17 in Washington, D. C.

Mr. and Mrs. M. L. Maroney, Yardmaster, and wife, had as their guests for the week-end of April 14, their son, Harry, a student from Wesleyan College, at Buckhannon. His friend, Kelley Rodriguez, accompanied him home. Mr. Kelley is fullback on the Wesleyan team.

Mrs. Comer Gray, wife of Machinist, and son, Harry, spent Saturday, April 20, in Charleston, W. Va.

Mrs. O. B. Akers, wife of Machinist, was in Hinton, W. Va., April 21, attending a church program at the Baptist Church.

## CLIFTON FORGE DIVISION

C. L. Long, Associate Editor

Mrs. H. C. Smith, wife of Lead Foreman Air and Rod Department, spent several days during April in Richmond, Va., with her brother, Gordon Miller.

Alleghany Commandry No. 23, Knights Templar, attended the Easter services in a body at the Central Methodist Church, and the pastor, the Rev. Paul Tyler, delivered a sermon appropriate to the fraternity, as well as to the Easter season. Many of the Chesapeake and Ohio employees were represented with the Knights.

On April 4, the Clifton Forge Shop Foremen and Supervisors organized a club that is to be known as the Clifton Forge Chesapeake and Ohio Officers' and Supervisors' Social Club. The purpose and object of the club is to create and to promote a better feeling of good fellowship and sociability. The following officers were chosen: H. M. Vise, General Car Foreman, president; F. J. Topping, General Foreman, Locomotive Department, vice-president; R. J. Bursey, Assistant General Foreman, secretary; W. T. Leftwich, Car Foreman, treasurer. There were many various committees appointed by the president.



C. L. Long

Harry N. Conley, General Secretary of the Railroad Y. M. C. A. of St. Louis, Mo., stopped over in Clifton Forge recently as the guest of General Secretary H. R. Thompson. Mr. Conley was making a tour of the Associations in this section.

T. M. Kincaid, Ready Track Foreman, has enjoyed a good run of luck since the opening of the trout season, having landed many of the finny tribe, including one rainbow trout weighing five pounds.

Morton Johnson, son of Motive Power Inspector, who is attending the Greenbrier Military School, at Lewisburg, W. Va., visited his parents recently.

California hasn't anything on Virginia, especially here, in Clifton Forge, where, the latter part of April, the trees put forth buds and leaves, and the flowers bloomed, while a heavy snow rested on the mountains. Something rather unusual for this section.

E. T. Dunn, Machinist, and son, E. T., Jr., were visiting in Chicago during April. While there, they witnessed the opening of the baseball season in the big leagues.

A. B. Chapman, Supervisor of Welding, was a business visitor here, at the Shops, March 29.

C. D. Lehman, Signal Apprentice, of Richmond, Va., was here several days recently. Mr. Lehman was with the Rail Detector Car.

M. E. Deibert, Foreman of the Electrical Department, motored to Lynchburg, Va., April 4, to attend a church conference, which was held in the Rivermont Presbyterian Church.

J. R. Spatig, Lead Foreman in Roundhouse, is enjoying a new automobile.

S. P. Mahanes, District Boiler Inspector, of Richmond, spent several days here, at the Shops, during April.

G. A. Marriott, Shop Office Engineer, and wife, of Richmond, Va., visited relatives here during April.

Eva Campbell, Secretary to Master Mechanic, and Correspondent, visited friends in Ashland, Ky., during April.

The following young men from Clifton Forge Shops attended the Younger Men's Conference which was held in Huntington, W. Va., April 18 to 20: G. W. Pursley, E. N. Leftwich, H. J. Davis, D. P. Tyler, J. N. Moore, and K. E. Rapp; also G. H. Langton, General Master Mechanic, and J. S. Williams, Master Mechanic.

A credit union was formed by Clifton Forge Chesapeake and Ohio employees on April 16. The meeting was presided over by J. R. Cary, General Superintendent. Joseph

Campana, Field Secretary of the Credit Union National Extension, and L. L. Boswell, Director of the Chesapeake and Ohio Credit Union of Richmond, were present, and addressed the meeting, explaining the credit-union plan and the method of organization. The following were unanimously chosen as officers: T. P. Halloran, president; F. J. Topping, first vice-president; E. G. Rice, second vice-president; S. L. Montgomery, secretary and treasurer. These, with W. C. Turner, J. R. Cary, J. R. Failes, R. G. McGehee, E. B. Landrum, E. G. Schaeffer and O. G. Kean, compose the board of directors.

## Master Mechanic's Office

Eva Campbell, Correspondent

Mrs. W. E. Partlow, wife of Machinist, was chosen as first vice-president, and Agnes Nolan, Stenographer, Master Mechanic's Office, as recording secretary of the Business and Professional Woman's Club April 9.



Eva Campbell

Mrs. B. H. England, wife of Chief Clerk to Master Mechanic, Richmond, Va., spent several days here recently with her mother, Mrs. J. R. Omohundro.

L. A. Clarkson, Draftsman, and Apprentice In-

structor, motored to Alderson, W. Va., Sunday, April 14.

J. E. Foster, Chief Clerk, Mechanical Department, Richmond, Va., was a business visitor here, at the office, April 8.

C. G. Miller, and C. J. Forrester, Mechanical Inspectors for the American Railway Association, were business visitors here, at the Shops, April 11 and 12.

C. W. Nelson, Supervisor of Train Control, spent April 19 at Clifton Forge Shops.

T. J. Dollard, Special Engineer, General Offices, Richmond, Va., was a business visitor here on April 23.

J. W. Small, Chief Mechanical Officer, paid us a short visit on April 12.

Mrs. J. R. Snead, wife of Timekeeper, returned home recently, from Greenville, S. C., where she had been visiting relatives. Mrs. Snead was taken ill while in Greenville and was detained for several weeks. She was accompanied home by Mr. Snead.

The John W. Cowper Company, Inc., Contractors, of Buffalo, N. Y., have commenced work on the Shop improvements at Clifton Forge Shops.

R. F. Lawler, Engine Inspection Clerk, visited friends in Ashland, Ky., April 21.

R. L. Parker, Clerk, spent the week-end of April 20 in Bedford, Va., visiting friends.

The MAGAZINE Staff of the Clifton Forge Division held its regular monthly meeting April 22 in the home of J. E. Summers, Correspondent, with the following present: C. L. Long, Associate Editor; J. E. Summers, Eva Campbell, and Mrs. J. W. Lewis, Jr., Correspondents, and M. E. Deibert, Foreman Electrical Department, and Louise Long, daughter of Associate Editor, visitors. After going over the news items for the June issue, and dispensing with other business, dainty refreshments were served by Mrs. Summers. The next meeting will be held May 20 in the home of Mrs. J. W. Lewis, Jr., Correspondent.

## Clifton Forge Apprentice Notes

Honors for work accomplished during the months of February and March were won by: D. P. Tyler, Blacksmith Apprentice, 12 subjects; H. C. Leftwich, Carman Apprentice, 10 subjects; R. E. Greene, Machinist Apprentice, 9 subjects; W. E. Nicely, Machinist Apprentice, 9 subjects; O. E. Hickman, Carman Apprentice, 8 subjects; W. H. Riddlebarger, Machinist Apprentice, 8 subjects; W. R. Bennington, Machinist Apprentice, 8 subjects; A. B. Coffman, Machinist Apprentice, 8 subjects; C. H. Kessinger, Carman Apprentice, 7 subjects; H. J. Davis, Machinist Apprentice, 7 subjects; D. V. Hulvey, Machinist Apprentice, 6 subjects; W. S. C. Burwell, Machinist Apprentice, 6 subjects; J. R. Torbert, Blacksmith Apprentice, 6 subjects; H. P. Meadows, Machinist Apprentice, 5 subjects; R. R. Bean, Machinist Apprentice, 5 subjects; J. G. Lawler, Boilermaker Apprentice, 5 subjects, and H. R. Mays, Carman Apprentice, 5 subjects.

A diploma has been awarded to E. F. Payne, Blacksmith.

The entire class, except Boilermaker and Blacksmith Apprentices, spent a very profitable two hours under the instruction of Mr. Burruss in the Air Brake Instruction Car on April 12.

## Store Department

C. W. Gilmer, Shipping Clerk, his wife and daughter, Violet, visited his father's home, at Greenville, Va., Easter Sunday.

E. H. Galleggar, General Foreman, visited Rainelle Store April 20, on business.

J. E. Mahaney, Superintendent of Stores, and J. L. Quarles, Assistant General Storekeeper, were in Clifton Forge April 18 and 19 on business, in connection with Stores Department.

James W. Gardner, Section Storekeeper, wife and son, Miles, visited friends in Charlottesville recently.

W. R. Waugh, Section Storekeeper, spent Sunday, April 14, at Charleston, W. Va.

P. E. Arnold, Store Helper, was in Richmond April 22, on Company business.

Alfred Whanger, Section Storekeeper, and wife, spent March 31 in Charlottesville, Va.

C. S. Rhodes, Delivery Foreman, motored to Waynesboro, Va., by way of Lexington and Greenville, April 20.

W. E. Foster, Section Storekeeper, and wife, visited their son, F. E. Foster, Mount Hope, W. Va., Easter Sunday, March 31. While there, Mr. Foster attended a Bible class composed of 163 men.

Godfrey Peterson, colored Laborer, and daughter, Lillian, visited friends in Buena Vista, Va., April 13.

S. A. Whanger, Division Storekeeper, was in Ronceverte, W. Va., April 17, on Company business.

Sam Anderson, Stenographer-Clerk, spent a very pleasant day in Roanoke, Va., April 21, sightseeing.

## Car Department

Dr. Louis A. Houff, of Washington, son of A. N. Houff, Gang Foreman, spent Easter with his parents, here.

C. A. Van Lear, Gang Foreman, and family, were called to Lynchburg the latter part of March, on account of the sad death of Mr. Van Lear's nephew, James Hickman, who was killed in an automobile wreck.

Mrs. E. L. Swift, of Hot Springs, Va., spent a few days with her parents, J. W. Jones, Car Inspector, in Selma.

Messrs. McCarthy and Nacson, Interstate Commerce Commission Inspectors, were recent business visitors to the Clifton Forge Car Department and Yards.

E. Bendle, Lubricating Inspector, and Mr. Deloach, Representative of the Atlantic Oil Company, were at Clifton Forge recently, making a test of lubrication on trains on the James River Division.

American Railway Association Inspectors, Messrs. Miller and Forrester, were business visitors to the Car Department recently, making a thorough check of all work performed.

## Clifton Forge Shops

J. E. Summers, Correspondent

### Boiler Shop

Mrs. W. T. Hayth, wife of Boiler Inspector, and Mrs. H. M. Blackwood, wife of Boilermaker, recently spent some time in Washington, D. C., visiting friends.



J. E. Summers

Mrs. C. E. Secrest, wife of Boilermaker, spent several days of March visiting relatives in Portsmouth, O.

C. R. Gallagher, Leading Boilermaker, returned to work April 17, after being absent one month, sick.

R. T. Goff, Boilermaker Helper, returned to work

March 27, after a visit of two weeks with relatives in Muncie, Ind.

R. B. Bennington, Boilermaker Apprentice, recently returned to work, after an absence of five years, due to ill health. Mr. Bennington is much improved, and expects to serve the remainder of his apprentice term.

D. M. Madison, Boilermaker Helper, recently spent several days visiting relatives in Roanoke, Va.

H. L. Baker, Boilermaker Helper, and C. E. Secrest, Boilermaker, recently spent a day in Washington, D. C.

F. H. Cahoon, Boilermaker, spent March 20 at Balcony Falls, on Company business.

A. R. Kent and O. E. Humphries, Boilermakers, recently visited friends in Huntington, W. Va.

R. J. Fore, Boilermaker, spent April 7 in Washington, D. C.

D. L. Lawler, Boilermaker Apprentice, returned to work March 24, after being absent, sick, one week.

J. N. Moore, Boilermaker Apprentice, spent March 31 visiting friends at Evington, Va.

### Machine Shop

O. C. Golliday, Machinist, returned to work April 19, after an absence of several days, due to the illness and death of a little sister.

W. G. Booze, Laborer, was absent one day the first of April, fishing.

E. Simpson, Machinist, spent April 21 visiting relatives in Lynchburg, Va.

W. F. Larman, Oiler, and son, William, spent April 21 visiting relatives in Buena Vista, Va.

R. E. Hall, Laborer, spent April 14 visiting friends in Charleston, W. Va.

### Erecting Shop No. 2

F. L. Tucker, Machinist, accompanied by his wife and several friends, motored to Hinton, W. Va., on April 14.

A. P. Meeks, Machinist, and family, returned April 21, from a motor trip to Charleston and Logan, W. Va., visiting relatives.

J. E. Parker, Machinist Helper, and son, R. L. Parker, Clerk, returned April 21, from a motor trip to Bedford City, visiting relatives.

Jno. W. Long, Laborer, was absent April 2, attending the funeral of a friend.

W. E. Nicely, Machinist Apprentice, and R. L. Agnor, Machinist Helper, spent April 17 sightseeing in Washington, D. C.

J. C. Roberts, Laborer, accompanied by his sister, Lillian, and aunt, Mrs. W. L. Cline, of Lynchburg, returned April 3, from a visit of one week to relatives in Seco, Ky.

### Erecting Shop No. 1

J. E. Persinger, Machinist Helper, and R. F. Lawler, Clerk, accompanied by Virginia Lawler and Mamie Hocker, left April 21 to attend a surprise party given Helen Ward, daughter of L. S. Ward, General Car Inspector, at Ashland, Ky.

J. S. Williams, Jr., Machinist Apprentice, returned to work April 23, after an absence of several weeks due to illness.

E. R. Cunningham, Machinist Apprentice, R. H. Faulconer, Car Apprentice, and R. H. Lawler, Boilermaker Apprentice, spent April 16 and 17 attending the opening baseball games at Washington, D. C.

R. L. Trexler and K. D. Parker, Machinists, accompanied by their wives, returned April 2 from a motor trip to Salisbury, N. C., visiting relatives.

S. E. Downey, Machinist Helper, returned to work April 22, after being absent, sick, one week.

P. A. Huxter, of Richmond, Va., has accepted a position as Laborer in Clifton Forge Shops. Mr. Huxter is a talented musician, and has become a member of the Merriamakers Dance Orchestra.

### Transportation Department

Lillian McClung Lewis, Correspondent

Mrs. J. C. Vallandingham, wife of Engineer, visited her husband who is a patient in the local hospital, on April 5.



Lillian McClung Lewis

M. R. McNeer, Chief Train Dispatcher, of Huntington, W. Va., was here to see his daughter, who is undergoing treatment in the hospital.

Mrs. J. W. Carman, wife of General Yardmaster, Hinton, W. Va., visited friends here April 7.

D. E. Satterfield, Safety Instructor,

on the Safety First Car, was a visitor here April 12.

Mrs. G. E. Sampson, wife of Traveling Fireman, has gone to Richmond, Va., to visit friends for some time.

Ruth Butler, of the Hospital Staff, has gone to Oklahoma, on a visit to her brother. Earl Paynter, son of Yardmaster, and Bus-

ter Myrtle, have returned from Miami and Palm Beach, after a month's visit there.

Mrs. J. R. Omohundro, wife of deceased Engineer, who underwent a serious operation in the local hospital several weeks ago, has returned to her home much improved.

Mr. and Mrs. Clifton Hagan and daughter, of Roanoke, Va., who spent Easter here with Estes Myers, Terminal Inspector, and wife, have returned to their home.

Mr. and Mrs. G. S. Crenshaw, Jr., of Richmond, Va., who were the guests of G. B. Persinger, Dispatcher, and wife, during the Easter holidays, have returned home.

Mrs. A. D. White, wife of Yard Conductor, who has been quite ill in her home here, is much improved.

Mrs. R. S. Lynn, widow of deceased Engineer, has returned to her home, here, after a visit of two weeks with her daughter, Mrs. H. E. Painter, wife of Fuel Instructor, in Richmond, Va.

Maude and George Mahaney, daughter and son of Engineer, have returned to Richmond, Va., after spending the Easter holidays with relatives and friends. They are attending the University of Richmond this year.

Captain James T. Bailey, of Richmond, Va., has returned to his home, after spending several days here as the guest of relatives and friends.

Louise Stratton, daughter of deceased Agent, is on a visit to relatives in Raleigh, N. C.

Mrs. C. C. Myers, wife of Conductor, who has been on a visit to her brother, H. A. Stump, in Greenwood, S. C., has returned to her home in this city, accompanied by Mrs. Stump, who planned to spend several days here, before leaving on a visit to friends in Staunton, Va.

Floyd C. Ward, who underwent an operation in the local hospital, is making good progress toward recovery. Mr. Ward is a well-known Baggage-master with a run between this city and Washington, D. C.

Mrs. O. D. Day, wife of Tool Car Foreman, and Mrs. O. W. Ash, left April 5 for Orange Lake, Fla. During their stay, they planned to visit many points of interest in the Land of Flowers.

Mrs. E. J. Harris, wife of Conductor, and Mrs. C. M. Jones, accompanied by Susie Lynch, of Gala, Va., left April 5, for a short visit to Richmond, Va.

Warren S. Johnson, Telegraph Operator, at Nampa, Ida., son of deceased Conductor, died in Mercy Hospital at Nampa, Ida., March 30, from a complication of diseases. He was born March 28, 1894, and resided in Clifton Forge until he took up the profession of Telegraph Operator. He worked for the Chesapeake and Ohio Railway at one time. For the past nine years, he had held a position with the Union Pacific Railway as Operator. He was also local chairman of the Order of Railway Telegraphers, and a member of the Masonic Lodge No. 84. He is survived by his widow and two small children and also by his mother, Mrs. T. B. Johnson, of this city, and five brothers and two sisters. The interment was at Wichita, Kan., with Masonic rites.

J. F. Painter, Supervisor of Track, was a business visitor here April 1.

J. W. Lewis, Jr., Timekeeper, spent March 28 in Washington, D. C.

R. H. Gibson, Supervisor of Track, attended the Safety First meeting held here April 10.

L. I. Proffett, Weighmaster, was off duty March 31 to April 2, on account of the death of his uncle.

O. S. Kittinger, Chief Timekeeper, was called to Roanoke, Va., April 4, on account of the death of an uncle.

Mrs. Sam Montgomery, wife of Stenographer-Clerk, spent March 27 in Lynchburg, Va.

Mrs. J. C. Lipop, Telephone Operator, has returned from a trip to New Jersey, where she visited her daughter, Elizabeth, who is in training there.

I. M. Kerr, Deduction Clerk, spent March 27 in Lynchburg, Va., on business.

L. R. Rogers, Clerk, visited his parents at Buena Vista, Va., April 14.

Dorothy May Golladay, the six-year-old daughter of Mrs. O. C. Golladay, wife of deceased Conductor, died April 6, after a short illness. She is survived by her mother, six brothers, and two sisters.

Mrs. John Randolph Omohundro announces the engagement of her daughter, Mamie, to Frank C. Switzer, of Harrisonburg, Va. The wedding will take place during one of the early summer months. Miss Omohundro is the attractive daughter of J. R. Omohundro, deceased Engineer.

Mrs. T. H. Green, wife of Division Engineer, Richmond, Va., is on a visit to her parents in this city.

T. P. Halloran, Manager of F Office, has returned home, after spending several days in Richmond, Va., on business.

Ruth Butler, of the Hospital Staff, has returned from Guthrie, Okla., where she was called on account of the serious illness and death of her brother.

Mrs. G. E. Sampson, wife of Traveling Fireman, and Mrs. T. M. Kincaid, who have been visiting friends in Richmond, Va., have returned home.

Mrs. J. Warner Lewis, wife of Dispatcher, has returned from a week's visit to her son in Washington, D. C. Mr. Lewis accompanied her, but only stayed a few days.

## Construction Department

V. B. Brill, Correspondent

J. B. Racy, Clerk in the Transportation Department, has accepted a position of Stenographer in District Engineer's Office.

Mrs. C. O. Stover, wife of Stenographer-Clerk, spent the week-end of March 29 visiting her brother, Albert Major, Jr., who is attending the Naval Academy at Annapolis, Md.

E. G. Rice, District Engineer, was in Hinton, W. Va., on March 28, going over new construction work which is in progress at that point.

C. C. Strong, Insurance Engineer, from General Offices, was a business visitor at this office during the week of April 15.

C. O. Stover, Stenographer-Clerk, went to Hinton, W. Va., on Company business April 10.

F. J. Jones and V. R. Kruger, from the Valuation Department, spent several days here, looking after Company business.

F. G. Cobb, Resident Engineer, Rupert, W. Va., was a business caller at this office during the week of April 15.

C. M. Kern, of Clifton Forge, Va., has accepted a position as Rodman on Engineering Party located at Hinton, W. Va.

Mrs. S. Y. Clarke, wife of Chief Clerk, and son, Samuel, Jr., left April 19 to spend a week with her parent, at Sprague, N. C.

E. G. Rice, District Engineer, and wife, motored to Blacksburg April 21, to visit their son, who is attending college at Virginia Polytechnic Institute.

D. W. Preston, Instrumentman, spent the week-end of April 13 in Washington, D. C., visiting his sister.

## Maintenance of Way Department

W. C. Douglas, Fire Prevention Inspector, was in Clifton Forge on business April 4.

Alpha Johnson, Stenographer-Clerk, was called to Nampa, Ida., on account of the death of her brother.

H. E. Silcox, Assistant Engineer, and W. M. Gilbert, General Inspector Water Supply, were in Clifton Forge April 11, in connection with the new Roundhouse improvements.

J. L. Quarles, Assistant General Storekeeper, was in Clifton Forge April 13.

G. A. Washburn, General Signal Inspector, was a business visitor in Clifton Forge April 11.

K. T. Crawley, Industrial Agent, spent April 11 in Clifton Forge.

M. I. Dunn, Material Accountant, spent a few days in Richmond the middle of April.

C. H. Zentmyer, Division Engineer, spent April 12 in Staunton, on business for the Chesapeake and Ohio.

A very interesting meeting of the Safety First Committee was held in Gladys Inn Wednesday, April 10, 120 people being in attendance.

E. F. Houff, R. C. Watkins, and H. E. Kirby, Assistant Cost Engineers, attended a Staff Meeting in Huntington March 28 and 29.

C. H. Zentmyer, Division Engineer, and E. F. Houff, Assistant Cost Engineer, spent April 15 in Crozet on business.

Mrs. J. C. Lipop, Operator, went to Orange, N. J., March 21, to spend a week with her daughter, Elizabeth Lipop, who is a trained nurse in that city.

R. G. McGehee, Assistant Division Engineer, spent several days on the Greenbrier Sub-Division the first of April.

R. H. Gibson, Supervisor Mountain Sub-Division, spent April 18 in Clifton Forge.

## Covington, Va.

J. R. Wade, Conductor, left April 1 for a short visit in Richmond.

Helen Dickson, daughter of J. T. Dickson, Operator, and Mrs. A. G. Tigrett, wife of Operator, and daughter, motored to Roanoke March 21 to do some shopping.

Oscar Dickson, son of Operator, has returned to Virginia Polytechnic Institute, where he is a student, after a short vacation at his home here.

Mrs. W. D. Carter, wife of Engineer, and her niece, Jane Frier, of Dunlaps Creek, were the guests of friends here.

T. H. Henderson, of Craigsville, was the guest of his son-in-law and daughter, W. E. Miller, Brakeman, and wife.

R. M. Brander, Division Freight Agent, and B. G. Stall, Traveling Freight Agent, of Richmond, Va., were here March 28 on business and stopped in to see several old friends in this city.

Harry Newcomer, Engineer; Paul Surber, Fireman, and L. M. Andrews, Brakeman, enjoyed the fishing season April 1, and caught several nice fish.

Mrs. J. H. Byrd, wife of Yard Clerk, attended the quarterly conference at White Sulphur Springs, W. Va.

Mrs. A. P. Miller, wife of Brakeman, and two daughters, who have been visiting relatives here and at Hot Springs, have returned to their home in Hinton, W. Va.

J. J. Pfadt, Operator, and wife, left for Hamilton, O., April 9, where they are planning to make their future home.

Harry Snead, Yard Conductor, and wife, left April 18 for Monterey, Va., to visit friends and relatives.

## Lynchburg, Va.

N. C. Pryor, Correspondent

J. R. Mathews, Track Foreman, Lynchburg, has returned to work after undergoing treatment at Clifton Forge Hospital.



N. C. Pryor

Fred Sydnor, Yard Clerk, enjoyed a week of his vacation April 15 to 21.

The April meeting of the Lynchburg Terminal Co-Operative Committee was held at the Lynchburg Freight House, at 8 p. m., April 11. Dr. J. M. Emmett, of the Clifton Forge Hospital, was present and addressed the

meeting, telling of the work of the Hospital Association.

David McGraw, Messenger, was a delegate from Lynchburg to the Younger Men's Conference held in Huntington April 18 to 20.

## Charlottesville, Va.

L. W. Bowman, Correspondent

W. H. Oakey, Machinist, wife and children, spent March 21 visiting in Richmond.



L. W. Bowman

R. L. King, Machinist, spent March 24 visiting relatives in Richmond.

E. T. Thacker, Fireman, visited Richmond on March 23.

E. O. Jenkins, Clerk at Freight Depot, spent March 24 visiting in Richmond.

W. F. Moore, Machinist, on March 24 and 25, visited relatives at Wytheville.

C. V. Pettit,

Crew Caller; W. N. Dean, Messenger; M. H. Kern, Yard Brakeman, spent March 24 visiting Monticello, the home of Thomas Jefferson.

Wayte Miller, Yard Conductor, returned to work March 25, after a recent illness.

F. D. Beale, Superintendent, was here on business March 28.

V. P. Bryant, Tool Car Foreman, was called to Richmond on March 23, on account of the illness of his mother.

E. T. Thacker, Fireman, spent March 28 in Richmond, on business.

Frances Tuepelle, of Richmond, on March 28, visited Mrs. C. E. Waid, wife of Machinist.

E. S. Foster, Night Roundhouse Foreman, spent April 1 and 2 visiting in Richmond.

V. P. Bryant, Tool Car Foreman, wife and Nannie and Hugh, enjoyed March 6 visiting in Richmond.

H. E. Doniel, Yard Clerk, spent April 6 and 7 visiting relatives in Richmond.

J. C. Young, Machinist, wife and children, motored to Clifton Forge on April 7.

J. P. Kavanagh, General Storekeeper of Huntington, was here on April 6 on business.

J. R. Woods, Engineer, and mother, motored to Covesville on April 21.

V. P. Bryant, Tool Car Foreman, attended the Fire Chiefs' Convention held at Huntington on March 15.

A. H. Vasseur, Engineer, recently returned to work, after a long period of absence.

C. V. Pettit, Messenger, returned to work on April 23, after a recent illness.

## Ronceverte, W. Va.

Harriet E. Cackley, Correspondent

J. P. Harahan has arrived in the city to take up his duties as Assistant Trainmaster of Alleghany and Greenbrier Sub-Divisions. His appointment to this position became effective March 20. Mr. Harahan is a son of W. J. Harahan, President of the Railroad.



Harriet E. Cackley

On Wednesday evening, April 17, during the sessions of the Greenbrier Presbytery in the Presbyterian Church of this city, a charming cantata was presented, under the direction of Mollie Haynes, daughter of Member of Rules Committee.

Mrs. E. C. Driscoll, wife of General Foreman, and children, Billy and Helen, were visitors here last Sunday.

J. R. Cary, Road Foreman of Engines, and family, motored from St. Albans, W. Va., and spent the week-end here, with Mrs. Cary's parents, Mr. and Mrs. A. B. C. Bray.

Mrs. J. E. Perkins, wife of Engineer, visited friends in Huntington.

Mrs. R. S. Key, wife of Electrician, and little son, Bobby, visited relatives at Hampton Roads and Richmond, Va.

A. S. Hinkle, Machinist, and family, motored to Buena Vista, Va., the latter part of March, to visit Mr. Hinkle's father.

Mrs. George Sinar, wife of Car Repairer, is recovering from a serious illness.

Mrs. R. P. Boyd, wife of deceased Engineer, of Huntington, W. Va., spent the week-end in this city with friends.

Amos Vance, Laborer, was called to Rainelle, W. Va., on account of the death of his sister.

Mrs. E. D. Allen, wife of Special Agent, visited relatives in Huntington, W. Va.

Mrs. B. W. Doggett, wife of Engineer, returned from a visit to her daughter, Eula Doggett, in Richmond, Va.

Mrs. W. G. Grove, wife of Engineer, has returned from a two-weeks' visit to relatives and friends in St. Louis, Mo.

Mrs. F. W. Droste, wife of Assistant Engineer, and little daughter, Martha, visited relatives in Cincinnati, O.

Mrs. C. W. Osborne, wife of Engineer, and Mrs. J. L. Sampson, wife of Gang Foreman, have returned from a month's visit in Florida.

Leo Butler, Pipefitter, and little daughter, Sarah, of Clifton Forge, Va., were the guests of relatives here.

Pauline Clinebell, daughter of Conductor, spent the week-end with friends in Clifton Forge, Va.

Annie Perkins, daughter of Engineer, attended the Easter dances of Virginia Polytechnic Institute at Blacksburg, Va.

H. A. Palmer, Machinist Inspector, has returned to work, after a brief illness.

E. P. Ruby, Engine Supplyman, was transferred to Clifton Forge, Va., where he accepted a position as Electrician Helper.

M. H. Persinger, Machinist Helper, was absent from duty several days, on account of illness.

G. R. Clingman, Car Repairer Apprentice, attended the Younger Men's Conference held in Huntington, W. Va.

Emily Turner, niece of Traveling Auditor, is visiting relatives in St. Albans, W. Va.

A. H. Dolan, Engine Carpenter, was on the sick list for a few days.

Margaret Craft, daughter of Engineer, is recovering from a recent operation.

D. A. Sherwood, retired Engineer, and wife, motored to Charleston, W. Va.

Henry Grove, Engineer, was a business visitor in Baltimore, Md., recently.

Charles Frazier, Car Repairer, and wife, had as their guests L. Frazier, of Bridgeport, Conn., and Mr. and Mrs. C. Frazier, of Charleston, W. Va.

J. I. Stone, Machinist Helper, has recovered from an attack of influenza.

## GLADSTONE, VA.

F. W. Voelcker, Associate Editor

J. A. Capelle, General Yardmaster, motored to Washington, D. C., April 7, to meet his son, J. A. Capelle, Jr.



F. W. Voelcker

K. H. Smith, Night Yardmaster, and J. A. Woody, Yard Conductor, attended the Safety First and Co-Operative Meetings in Richmond, Va., April 3.

H. C. Hughes, Car Foreman, Strathmore, Va., paid a visit to his mother, in Charlottesville, Va., on April 12.

J. A. Hesson, Secretary Y. M. C. A., and H. A. Watts, Caller, attended the Younger Men's Conference at Huntington, W. Va., April 18.

J. C. Gowen, Blacksmith Apprentice, at Seventeenth Street Shops, spent the week-end of April 20 with his parents, in Gladstone, Va.

Jessie West, sister of Yard Clerk, was visiting her parents at Warminster, Va., recently. She is a student at Averett College, Danville, Va.

C. H. Brown and G. O. Carter, Section Foremen, were in Richmond on Company business April 13.

J. H. Dooley, Section Foreman, Warminster, Va., who has been in ill health for some months, now is improving nicely.

K. H. Smith, Night Yardmaster, entertained friends at a birthday party at his home April 27, in honor of his sixty-first birthday.

W. D. Martin has accepted a position as Crew Caller at the Yard Office here.

H. F. Downey, Car Foreman, hatched several hundred baby chicks in his incubator on April 24.

S. O. Taylor, Yard Conductor, Fulton, paid a visit to his parents and brothers here on April 18.

M. F. Cattlett, Chief Clerk to General Yardmaster, and wife, were recent Lynchburg, Va., callers.

J. W. Small, Chief Mechanical Officer; G. H. Langton, General Master Mechanic, and Paul Maddox, Superintendent Car Department, were in Gladstone on an inspection trip on April 12.

H. C. Painter, Fuel Instructor, gave several well-attended lectures at this point April 15 and 16.

## RICHMOND, VA., SHOPS

A. J. Flynn, Associate Editor

E. R. Dowdy, Master Mechanic, and E. D. Foster, General Secretary, Railroad Young Men's Christian Association, attended the Younger Men's Conference at Huntington, W. Va., April 18 to 20, accompanied by the following delegates: W. A. Dews, Virgil Anderson, and R. K. Booker, Freight Car Repairer Apprentices, Newport News; S. R. Estes, Freight Car Repairer Apprentice; Victor Ihlenfeld, Painter Apprentice; E. R. Woody, Jr., Machinist Apprentice, and D. E. Throckmorton, Pipefitter Apprentice, Seventeenth Street Shops; and C. N. Otey and T. F. Irby, Car Repairer Apprentices; C. J. Mahone, Pipefitter Apprentice, and F. J. O'Keeffe, Jr., Boilermaker Apprentice, Fulton Shops.



A. J. Flynn

C. T. Gregory, Clerk, visited Norfolk, Va., April 21.

L. D. Abernathy, Section Storekeeper, and C. K. Burns, Timekeeper, won bowling trophies April 18, for a high-doubles score of 103.

B. H. Bucker, Clerk, attended the Clerks' Association Dance at the Chesterfield Country Club April 19.

G. A. Thompson, Stenographer, and wife, visited friends in New York City and Newark, N. J., the week-end of April 6.

A. M. Butler, Clerk, visited friends in Louisa and Goochland Counties, Va., April 16.

Mrs. W. H. Tyler, wife of Clerk, is convalescing from an operation at the Retreat for the Sick Hospital, where she spent April 5 to 13.

B. H. England, Chief Clerk, made a business trip to Newport News, Va., April 23.

G. F. Foster, Clerk, was away on account of sickness April 18.

F. J. Culpeper, Clerk, Stores Department, visited Portsmouth, Va., April 20 and 21.

J. G. Hilgen, Storekeeper, made a business trip to Newport News April 15.

J. E. Mahaney, Superintendent of Stores, visited Seventeenth Street Store April 13.

H. M. Crowder, Clerk, Stores Department, visited relatives in Maidens, Va., April 13.

L. J. Leake, Clerk, Stores Department, wife and child, spent April 7 in Washington, D. C., witnessing the Japanese Cherry Blossom Festival.

Joseph Goins, Stores Delivery Boy, visited relatives in Esmont, Va., April 13 and 14.

Ernest West, Stores Delivery Boy, recently purchased a car.

L. D. Abernathy, Section Storekeeper, visited his parents in Alberta, Va., April 13 and 14.

## Locomotive Department--Seventeenth Street Shops

H. E. Griffin, Correspondent

E. W. Leake, Machinist Apprentice, spent Easter Monday fishing at the settling basin.

Joe Nunnallie, Sheet Metal Helper, motored to Washington, D. C., April 3.

D. H. Baker, Machinist Apprentice, and wife, visited Baltimore, Md., and Washington, D. C., the week-end of March 17.

William Rose, Blacksmith, returned to the Shops March 25, after a month's sickness.

H. T. Leonard, Machinist, was off March 22 to 26, on account of sickness in his family.

G. D. Wyld, Gang Foreman, returned to the Shops April 3, after having undergone medical treatment in New York City, and is greatly improved.

W. J. Craven, Machinist, spent the week-end of March 24 with his family, at Huntington, W. Va.

W. C. Burke, Blacksmith, was off March 29 and 30, on account of sickness.

W. H. Collins, Machinist, and wife, had as their guests during Easter week, Mr. and Mrs. J. C. Stack, and Mr. and Mrs. Paul Heath, of Greensboro, N. C.

S. L. Gary, Machine Foreman, was off April 6, on account of the death of his mother-in-law.

W. F. Cousins, Boilermaker Apprentice; John Rennie and Russell O'Berry, Pipefitters; Joe Nunnallie, Pipefitter Helper, and J. H. Douglas, Machinist Apprentice, motored to Norfolk, Va., March 30, for a bowling match.

Henry Wallmyer, H. J. Richards, and E. E. Bernard, Machinists; and W. W. Williams, Boilermaker, spent April 10 fishing at Lanexa, Va.

J. W. Trimyer, Machinist, visited relatives at Newport News, Va., April 7.

M. L. Mahone, Machinist, and wife, visited Norfolk, Va., April 14.

John Slater, Boilermaker Helper, and wife, spent April 14 visiting Norfolk, Va.

B. J. Meagher, Blacksmith, wife and daughter, Rosalie, spent the week-end of April 7 visiting Washington, D. C.

W. H. Collins, Machinist, visited Norfolk, Va., April 14.

J. C. Gowan, Blacksmith Apprentice, spent April 14, visiting friends at Williamsburg, Va.

R. H. Griffin, Machinist, at Thurmond, W. Va., visited the Shops April 18.

E. R. Woody, Jr., Machinist Apprentice, and D. E. Throckmorton, Sheet Metal Apprentice, attended the Younger Men's Conference at Huntington, W. Va., April 18 to 20.

J. R. Lanum, Machinist Apprentice, left for Clifton Forge Hospital April 18, for an operation on his nose.

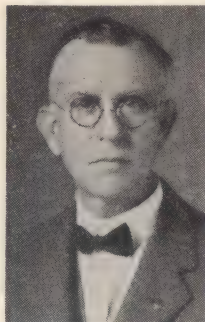
E. M. Winn, Machinist, wife and sons, spent the week-end of April 14, visiting Mrs. Winn's home, at Alberene, Va.

W. A. Gore, Machinist, visited his parents, at Williamsburg, Va., April 14.

F. S. Wakefield and R. L. Mahone, Machinist Apprentices, have been riding the dynamometer car recently.

W. I. Kirby, Blacksmith, wife and son, Clyde, spent April 20 to 24 visiting relatives at Lexington, Va.

The Car Department ball team, in Class AA League, made a good start in their first game, and we want to see them keep it up.



J. T. Wingfield

team, and won the trophy.

J. A. Campbell, Freight Car Repairer, spent the week-end of April 20 at his home, in Mosely, Va.

L. T. Hite, Air Brake Repairer on the Freight Yard, went to Gordonsville, Va., on April 20.

J. E. Knapp, Freight Car Repairer, who has been away, sick, since the latter part of 1928, returned to work on April 1.

R. M. Kee, Coach Carpenter, was absent April 6 to 8, on account of entertaining his brother, who was visiting him.

J. H. Miles, Stenographer in Car Department, was absent April 11, with a toothache.

R. H. Vaughan, Gang Foreman, Freight Car Department, has bought a new automobile.

A. B. Moore, Truck Repairer, spent the week-end of April 13 visiting in New York City.

H. H. Crews, Carpenter Apprentice, has returned to work, after a visit to relatives in Florida.

Mrs. J. T. Wingfield, wife of J. T. Wingfield, Foreman Passenger Car Department, and Correspondent, accompanied by her sister, Lucie Duggins, spent the Easter holidays in Washington, D. C.

Rosaline and Helen Mason, daughters of O. V. Mason, Freight Car Repairer, spent the Easter holidays visiting their sister, Mrs. F. E. Carson, in Charlotte, N. C.

E. P. Mahanes, Gang Leader, Truck Gang, went to Gordonsville, Va., on Train No. 19, with Business Car No. 1, Saturday, April 20, returning in Train No. 46, the same day.

This is James E. Wells, Jr., six-months-old son of James Wells, Planing Mill Laborer.

M. R. Foster, Coach Painter, returned to work April 22, after a week's sickness.

C. E. Sexton, Painter Helper, went to Danville, Va., for two days, with the Odd Fellows' degree team, of which he is amember.

K. Spear, Freight Car Painter, spent the week-end of April 20 visiting in Mathews County, Va.

I. W. Howard, colored Planing Mill Laborer, who was away, sick, several days, has returned to work.

Charles Jones, colored Planing Mill Laborer, was away, sick, April 20.

## Locomotive Department-- Fulton Shops

H. E. Jones, Correspondent

Mrs. C. B. Finke, wife of Roundhouse Foreman, spent a week during April visiting relatives at Youngstown, O.



H. E. Jones

L. H. Anderson, Machinist, made a trip to Cincinnati, O., April 20, on business.

W. R. Everett, Pipefitter Helper, and wife, visited relatives over the Easter holidays, at Washington, D. C.

Bruce McLellen, Pipefitter, and S. B. Beck, Boilermaker, spent the week-end of April 6 at Lanexa, Va., fishing.

Mrs. R. V. Owen, wife of Machinist, and daughter, Louise, visited relatives March 29 to 31, at Clifton Forge, Va.

Amelia Lowry, daughter of W. W. Lowry, Machinist, visited her sister, Mrs. B. A. Cumbea, wife of Storekeeper, at Hinton, W. Va., over the Easter holidays.

J. T. Fernandez, Boilermaker, accepted a position as Draftsman in the Mechanical Engineer's Office April 3.

E. T. Swift, Machinist, and wife, motored to Winchester, Va., April 18, to attend the sixth annual Apple Blossom Festival.

F. J. O'Keefe, Jr., Boilermaker Apprentice, and C. J. Mahone, Pipefitter Apprentice, attended the Younger Men's Conference at Huntington, W. Va., April 18 to 20.

J. H. Bransford, Machinist, and wife, spent April 19 to 21 at Hinton, W. Va., on account of sickness of relatives.

J. B. Brockwell, Machinist Helper, was off a few days the week of April 1, fishing at Herring Creek, Va., with his cousin, Charles Brockwell.

## Car Department-- Fulton Shops

C. F. Walls, Correspondent

Mrs. W. M. Martin, wife of Car Repairer, was visited by her cousins, Bert and Ervin Vivvins, and Walter Gibbs, from Philadelphia, Pa., April 7.



C. F. Walls

G. E. Mayer, Clerk, and family, motored to Baltimore, Md., April 13, to visit relatives. They returned to Richmond April 16.

J. W. Thacker, Blacksmith, visited friends in Hanover County, Va., April 14, where he attended the services at Ground Squirrel Baptist Church, meeting a number of his childhood playmates.

B. N. Jordan, Rodman for the Division Engineer at Ashland, Ky., visited his sister, Mrs. F. P. Hayden, wife of Car Repairer Helper Apprentice, April 7.

B. L. Bowery, Car Repairer Apprentice, was rejoiced to discover that his favorite game hen had stolen a march on him. On April 13, unexpectedly, she strutted through the yard with thirteen baby chicks.

## Car Department-- Seventeenth Street Shops

J. T. Wingfield, Correspondent

E. C. Ellis, Passenger Car Inspector, was around the Shops April 19 and 20.

H. S. Kirby, Car Repairer Apprentice, completed his apprenticeship April 16.

G. C. Wood, Car Repairer, purchased a new sedan April 1.

H. A. Royal, Painter, who had been confined to the hospital here since October, 1928, has been moved to Clifton Forge, where he is convalescing slowly.

C. E. Jeter, Car Repairer Helper, was visited by his brother, C. L. Jeter, from Niagara Falls, N. Y., April 3.

W. B. Buchanan, Car Repairer Apprentice, delivered an inspiring speech April 9, before the Boy's Ambitious Club, at the Railroad Young Men's Christian Association.

G. C. Baber, Car Repairer, wife and family, spent the week-end of April 14 with Mrs. Baber's sister, in Buchanan County, Va.

E. V. Burkhardt, Car Repairer Helper Apprentice, accompanied by T. A. Reed, Car Repairer Apprentice, spent a very enjoyable night at Windsor Shades, Va., April 6. They fished all night and caught sixteen shad and a number of catfish.

Mrs. W. C. LeCler, wife of Car Repairer, spent a very delightful week, visiting relatives in Georgetown, Del. She returned home April 10.

J. B. Johnson, Car Repairer, and wife, accompanied by their daughter, Louise, motored to Fluvanna County, Va., April 14, to visit relatives.

Mrs. Louise Fox, from Newport News, Va., visited her uncle, Ollie Bell, Car Repairer, April 7.

C. N. Otey and T. F. Irby, Car Repairer Apprentices, attended the Younger Men's Conference at Huntington, W. Va., April 18 to 20.

## Transportation Department-- Richmond Terminal

Maude B. Smith, Correspondent

J. H. Tyree, Joint Interchange Clerk at Park Siding, and wife, accompanied by friends, motored to Williamsburg and Yorktown March 27.



Maude B. Smith

Mrs. C. F. Williams, wife of Assistant Yardmaster, and sons, Charles, Jr., and Warwick, spent the Easter holidays with friends in Troy, Va.

Maude B. Smith, Correspondent, spent the Easter holidays with her parents, in Albemarle, N. C.

L. A. Douglas, Chief Clerk, was off, sick with bronchial trouble, March 20 to April 1.

S. K. Hicks, Yard Clerk, was off, sick, April 10 and 11.

H. M. Catlin, Retired Yardmaster, paid us a visit April 11.

Mrs. E. S. Everhart, from LeMoyné, Pa., spent two weeks in April with her sister, Mrs. L. A. Douglas, wife of Chief Clerk. Mrs. Douglas gave a bridge party April 24, in honor of her sister.

G. E. Haynes, Crew Dispatcher, was off, sick, April 8 and 9.

Maude B. Smith, Correspondent, had as her guest April 14, Thelma Parker, of Polkton, N. C.

The Rev. E. W. Miller, son of W. R. Miller, General Yardmaster, and family, spent some time in April visiting his parents. Mr.

Miller was formerly pastor of Creston Street Baptist, New York City, and recently has accepted a call to the First Baptist Church, Red Bank, N. J. He preached at Grace Baptist Church April 14.

F. S. Melton, Sales Manager of West Virginia Coal Company, paid us a visit April 18.

Hattie W. Tillman, Stenographer, had as her guest the week-end of April 20, her cousin, Grace Lynn Brown, of Lynchburg, Va.

Mrs. W. R. Miller, wife of General Yardmaster, accompanied by her son and family, motored to Roanoke, Va., April 9.

W. R. Terry, Crew Dispatcher, accompanied by friends, motored to Washington April 17, to attend the baseball game.

J. B. Krimm, Stenographer, is a proud possessor of a new sedan.

G. E. Mason, Yard Conductor, was out, sick, from April 1 to 22.

## GENERAL OFFICES-- RICHMOND, VA. Continued

J. M. Abrams, Associate Editor

### Office of Vice-President-- Traffic

R. E. Williams, Correspondent

W. C. Hull, Assistant Vice-President, attended the convention of the Associated Traffic Clubs of America, of which he is a director, held in New York April 9 and 10.



R. E. Williams

W. S. Jackson, Stenographer-Clerk, visited Grand Caverns on April 21, and reported a wonderful day.

E. M. Eck, Stenographer-Clerk, continues to delight his many radio fans with songs from Station WRVA.

E. F. Kessler, Statistician, has been appointed a colonel on the membership drive of the Y. M. C. A. to be held shortly. He also is very busy organizing the baseball teams for the coming season, of which committee he is Chairman.

Visitors to the office during April were W. O. Sydnor, Assistant General Freight Agent, Huntington, W. Va.; H. G. McCausland, General Agent, Lynchburg, Va.; S. J. McBride, Division Freight Agent, Ashland, Ky.; R. S. McVeigh, Vice-President, Island Creek Coal Co.; H. F. Shaw, Division Freight Agent, Muncie, Ind.; H. A. Clark, Traffic Manager, Ball Brothers Co., Muncie, Ind.; J. W. Davin, Assistant Superintendent Transportation, Huntington, W. Va., and F. H. Cummings, Assistant General Coal Freight Agent, Cincinnati, O.

### Agricultural and Industrial Department

George D. Moffett, Assistant Manager, spent the Easter holidays with his son, George D. Moffett, Jr., at Staunton, who is attending the Augusta Military Academy.

C. J. Jehne, General Agricultural Agent, has recently made several trips to the Jamestown 4-H Camp, located near Williamsburg,

in connection with making preparations for the opening of this camp June 17.

Henry Madison, Clerk, spent the week-end of April 20 visiting friends at Lynchburg and Roanoke.

## Coal Department

A. M. Dudley, General Coal Freight Agent, has just returned from a trip to the coal fields, where a number of visitors representing coal consumers were entertained.

Forrest Jackson, Stenographer-Clerk, spent the week-end visiting the Grottoes and reports the caverns to be very interesting and well worth seeing.

J. B. Young, Coal Traffic Agent, was one of the golfers representing the Traffic Department in their inter-city golf tournament with the Traffic Department of the Seaboard Air Line Railroad at Norfolk recently.

Visitors in the office recently were Messrs. Crockett, of Leckie Coal Co.; Merriman, of Vermillion Coal Co.; Everett, of Smokeless Fuel Co., and Taggart, of Spruce River Coal Co.

## Comptroller's Office

F. A. Boisseau, Correspondent

E. M. Thomas, Comptroller, spent the weeks of April 1 to 15 in New York, Cleveland, and Washington, on business for the Company.



F. A. Boisseau

O. M. Hepler, Assistant Comptroller, who was absent for several weeks on account of an appendix operation, has returned to his desk.

E. A. Seal, Joint Facility Accountant, has been in Portsmouth, O., for some time, on Company business.

M. B. Gould, Accountant; F. E. O'Connell, Special Accountant, and R. D. Brown, Secretary to the Comptroller, were absent from the office at various times during April, on Company business.

## Auditor of Disbursement's Office

A. W. Martenstein, Auditor of Disbursements, accompanied by Mrs. Martenstein, visited his son, Lieut. Austin Martenstein, who is stationed at Wright Field, Dayton, O., during April.

Marie Kienzie, Clerk, spent a few days in New York during the month of February.

Lucille Schutte, Clerk, was in Philadelphia during February with the bowling team.

W. C. White, Jr., Clerk, visited relatives in New York and Chicago during the months of February and March.

I. M. Spears, Office Boy, has been promoted to the position of Clerk, effective April 1.

L. B. Williams, Clerk, has resigned to accept a position with another company.

Mrs. M. C. George, Clerk, her daughter, Marian, and Mrs. M. L. Watkins, Clerk, were in Washington for the presidential inauguration.

R. E. Nunnally, Clerk, accompanied by his mother and sister, visited New York during the latter part of March.

Miss M. E. Glover, Typist, spent Easter at her home, in Ontario, Va.

Mrs. M. L. Watkins, Clerk, was absent from the office several days during the first half of April because of a badly-sprained ankle.

Mrs. A. E. Toone, Clerk, and Miss M. O. Hunt, Typist, have returned after spending the week of April 8 to 15 in Cuba, Miami, and St. Augustine.

F. A. Boisseau, Clerk, has been appointed Correspondent, to succeed Dorothy Eastman, resigned.

L. G. Hunt has been awarded the position of Office Boy. He was formerly employed in Mr. Hunter's office.

Mrs. M. V. Austin, Stenographer to Chief Clerk, visited Washington on April 14.

## General Auditor's Office

Mary J. Wooldridge, Correspondent

J. W. Nokely, General Auditor, was in Norfolk, Va., during the week of April 15, on Company business.



Mary J. Wooldridge

J. R. Miller, Bookkeeper, spent part of his vacation, from April 10 to 13, visiting relatives at Bowling Green, Va.

Mary Thurston, Secretary to General Auditor, spent Easter visiting relatives.

Mrs. S. P. Gardner, Stenographer, spent Easter Sun-

day and Monday in Charleston, S. C., visiting the Azalea Gardens.

Mrs. Hilda Johnson Williams, formerly employed as Stenographer in this office, has resigned. Mrs. Williams is spending the summer in Blackstone and Wytheville, Va.

W. T. Dickerson, Bookkeeper, was in Washington, D. C., recently, to attend the funeral of his cousin.

G. R. Williams, Bookkeeper, has returned to the office, after being away on account of sickness.

Corey Hicks, Clerk, spent Sunday, April 7, with friends in Norfolk, Va.

Mike Bowler, Office Boy, has returned to the office, after being away on account of sickness.

J. L. Taylor, Bookkeeper, was absent from the office recently, on account of the death of his father-in-law, W. P. Redd.

F. J. Moore, Clerk, in charge of Pay Checks, is out of the office on a sixty-day leave of absence.

## Auditor of Station Accounts

A Staff Meeting of the Traveling Auditors Zone Bureau Managers and Station Supervisors was held at Murphy's Hotel, on March 28 and 29.

L. H. Moseman, Auditor of Station Accounts, has returned from Louisville, Ky., where he went on Company business.

W. G. Winfree, Bookkeeper, was out of the office on April 10 to attend the funeral of his father-in-law, D. B. Markham, of Tilkinton, Powhatan County, Va. The burial was made in Mount Herman Cemetery.

Mrs. J. D. Puller, Secretary to L. H. Moseman, Auditor of Station Accounts, visited relatives in Newport News, Va., the week-end of April 20.

F. M. Fox, Bookkeeper, who was injured early in January by being struck by a truck, is still in the Memorial Hospital, where he is improving.

## Auditor of Capital Expenditures

Mrs. W. A. Higgins, Secretary to A. L. Mattern, Auditor of Capital Expenditures,

paid a visit to Hinton, W. Va., the week-end of April 13.

## Mechanical Department

Gertrude E. Ross, Correspondent

Mary Wilkinson, Stenographer in Office of General Master Boilermaker; Malinda



Gertrude E. Ross

Daugherty, Stenographer in Office of Mechanical Engineer; Nonie Donovan, Secretary to Assistant to Chief Mechanical Officer, Zeke Oakley, Draftsman in Office of Shop Engineer; E. J. McClare, Secretary to Assistant to Chief Mechanical Officer; J. B. Blackburn, Chief Draftsman in Office of Mechanical Engineer, and Ger-

trude Ross, Stenographer in Office of Engineer of Tests and Correspondent, were among those who attended the dance at the Chesterfield Hills Country Club, given by the Clerks' Association, on April 19.

Gertrude Ross, Stenographer in Office of Engineer of Tests, and Correspondent, motored to Washington, D. C., with a party of friends, over the week-end of April 20.

C. A. Jordan, Draftsman in Office of Mechanical Engineer, and family, enjoyed a fishing trip to Herring Creek, Va., over the week-end of April 20.

J. E. Roberts, formerly Draftsman in Office of Mechanical Engineer, has accepted a position in Office of C. A. Taylor, effective April 22.

Dawson Mosely, Clerk in Office of Chief Mechanical Officer, motored through the mountains of Virginia and visited many points of interest, with his wife and little son, over the week-end of April 6. He reports a delightful trip.

E. J. McClare, Secretary to Assistant to Chief Mechanical Officer, was in Washington, D. C., over the week-end of April 13.

Violet Lowry, Clerk in Office of Fuel Supervisor, and John Black, Clerk in Office of Chief Mechanical Officer, attended a house party in Gloucester, Va., over the week-end of April 13.

J. M. Davis, Clerk in Office of Shop Engineer, motored to Washington, D. C., in company with his wife over the week-end of March 30, to see the cherry blossoms.

J. W. Lynch has accepted a temporary position as Clerk in the Car Department.

Ray Binns, Clerk in Car Department, and D. B. Beasley, Stenographer in Office of Chief Mechanical Officer, visited Washington, D. C., over the week-end of March 24.

J. P. Tucker, Chief File Clerk, spent the week-end of April 20 in Washington, D. C.

V. I. Ross, Clerk, was in Washington, D. C., and Baltimore, Md., over the week-end of April 20.

J. H. Rader, Draftsman in Office of Shop Engineer, motored to Buckroe Beach, Va., and visited Langley Field, in company with his wife and mother, over the week-end of April 20.

Nonie Donovan, Secretary in Office of Chief Mechanical Officer, motored to Charlottesville, Va., with a party of friends, over the week-end of April 6.

Elizabeth Dixon, Stenographer in Office of Shop Engineer, and Ruth Adams, Stenographer in Office of Electrical Engineer, spent the week-end of March 24 in Washington, D. C.

R. B. Frost, Draftsman in Office of Shop Engineer, motored to Washington, D. C., in company with his wife and sister, to see the cherry blossoms, over the week-end of April 13.

Virginia Taylor, daughter of G. H. Taylor, General Car Inspector, has accepted a position as Stenographer in the Car Department, effective April 1.

J. W. Small, Chief Mechanical Officer, and Paul Maddox, Superintendent Car Department, attended the Younger Men's Conference, held in Huntington, W. Va., April 18 to 20.

J. A. Farley, L. D. Freeman, C. H. Terrell, Assistants to Chief Mechanical Officer; C. W. Buffington, General Master Boilermaker, and J. B. Blackburn, Chief Draftsman, attended the meeting of General Master Mechanics at Huntington, W. Va., April 17.

Mary Wilkinson, Stenographer in Office of General Master Boilermaker, motored to Washington, D. C., with a party of friends, over the week-end of March 30.

C. E. Wiltshire, File Clerk, was in Newark, N. J., over the week-end of April 13.

F. E. Anderson, Jr., Local Material Inspector, motored through the Valley of Virginia, and visited Luray Caverns, Staunton, Harrisonburg, and Culpeper over the week-end of April 13.

J. T. Fernandez, formerly Boilermaker at Fulton Shops, has accepted a position as Draftsman in Office of Mechanical Engineer, effective April 2.

S. J. Wagar, Engineer of Tests, also is president of the Dixie Collie Club, and he has recently sponsored the Third Annual Collie Specialty Show, which was held at Richmond, Va., April 20. There were thirty-five entries; a handsome sable-and-white collie, belonging to Mrs. Lunt, of Rahway, N. J., winning first prize for males, and a dainty, aristocratic, little sable-and-white collie, belonging to L. A. Coleman, of Richmond, Va., winning first prize for the females. Miss Anderson, of Bennington, Vt., judged the show, and awarded the prizes, which consisted of six silver cups, four gold medals, and many other awards of money. Mr. Wagar is quite a dog fancier, and owns the Primodor Collie Kennels, which can boast of containing, among other fine dogs, two beautiful, champion collies.

## Central Mailing Bureau

J. B. Smith, Manager Central Mailing Bureau, and family, motored to Emporia, Va., over the week-end of April 20.

J. W. Jordan, Clerk in Central Mailing Bureau, was a visitor to Portsmouth, Va., over the week-end of April 13.

J. R. Davis, J. Z. Packard, and Angus Whittle, Clerks, formerly of the Central Mailing Bureau, have accepted positions in the Tariff Bureau. Their positions in the Central Mailing Bureau have been filled by the transfer of H. L. Moody, J. W. Jordan and R. C. Jones, Clerks, formerly in Office of Auditor of Overcharge Claims.

R. E. McMullin, Assistant Manager Central Mailing Bureau, and family, visited his mother, in Baltimore, Md., over the week-end of April 20.

## Office of Auditor of Passenger Traffic

H. T. Ramsey, Correspondent

William F. Palmer, Clerk, Statistical Bureau, and Mrs. Palmer, son and daughter, visited the former's parents, in Baltimore, the week-end of March 30. While there, they attended the wedding of their niece.

Arthur A. Ingram, Head of Excess Baggage Bureau, visited his parents, at Foster, Va., the week-end of April 27.



H. T. Ramsey

Frank G. Higgins, Ticket Assorter, and Mrs. Higgins spent the week-end of April 13 in Washington.

James T. Tate, Clerk, Estimated Earnings Bureau, motored with friends to Jamestown, Newport News, and Suffolk, March 31.

William C. Rudd, Clerk, Estimated Earnings Bureau, visited friends at Loneoak, Gloucester, Va., the week-end of April 20.

Roderick B. Cole, of the Scrip Bureau, spent Easter with relatives in Jonesboro, N. C.

Mrs. Vernon E. Streever, wife of Clerk, Statistical Bureau, and sister, accompanied their brother to the Air Brake Convention, held in Chicago the first week in May.

## Auditor of Freight Traffic

Eva K. Matthews, Correspondent

T. E. Jenks, Assistant Auditor Freight Traffic, attended the Southeastern Accounting Conference, held at the Monticello Hotel, Norfolk, Va., April 2.



Eva K. Matthews

R. W. Woody, Chief, Government Accounts Bureau, was in Hampton several days during April, on Company business.

J. L. Maury, Clerk, Card Checking Bureau, spent several days of his vacation in New York the first part of April.

D. O. Ashworth has been added to the force of the Mail and Estimate Bureau.

## Percent Bureau

E. C. Ragland, Clerk, and wife, were the guests of relatives in King and Queen the latter part of April.

R. H. G. Pullen, Clerk, and Mrs. Pullen, Stenographer in the Zone Accounting Bureau, have returned, after a visit to Mr. Pullen's brother in Charleston, W. Va.

R. B. Whitehurst, Clerk, and wife, made their annual trip to the Magnolia Gardens in South Carolina during the month of April. Mr. Whitehurst reports that the gardens were prettier than he has ever seen them.

## Machine Bureau

Ophelia Whittet and Dorothy Franck, Remington-Wahl Operators, were visitors to New York the week-end of April 19.

Polly McNeil, Remington-Wahl Operator, on April 6, entertained at a bridge-shower, in honor of Margaret Cowardin, whose mar-

riage to Clifton Young Green took place Saturday evening, April 27, at St. Thomas' Church, Ginter Park. Miss McNeil was one of the bridesmaids for Miss Cowardin.

Janet Jacobs, Comptometer Operator, and a friend from Baltimore, visited New York several days in May.

Sue Workman, Comptometer Operator, spent the week-end of April 13 at Camp Orapax.

Rosa Lee Dunn, Remington-Wahl Operator, made quite a hit in her new Sis Hopkins act in the little play, Hits of the Season, given Friday, April 19, at Binford Junior High School, for the benefit of the athletic club of Pace Memorial Church.

## Interline Accounts Bureau

Robert Goldman, Clerk, was the guest of relatives in Baltimore the week-end of April 6.

Vernon Taylor, Clerk, spent his vacation with his parents, at Sabot, Va., April 8 to 15.

F. T. Gray, Chief, Correspondence Desk, and wife, have returned after a visit to relatives and friends in Washington.

C. D. Perkins, Clerk, has the sympathy of the Clerks in this office in the death of his father, W. S. Perkins, on April 12.

R. C. Moore, Clerk, and wife, spent the week-end of April 20 with relatives in Lynchburg, Va.

M. L. Murphy, Clerk, has been transferred with promotion, from the Order Notify Bill of Lading Desk to the Interline Accounts Bureau.

W. L. Hardwicke, Clerk, was a visitor to Washington to see the cherry blossoms, April 18 and 19.

T. F. Suter has been added to the force of Auditor Freight Traffic as Messenger.

E. S. Hurley, Clerk, was in Danville a few days in April to visit relatives.

Alma S. Taylor has accepted a temporary position as Typist and Dictaphone Operator in this department.

## Auditor Freight Traffic Transit and Record Departments

Virginia Garrett, Correspondent

C. M. Bridges, Head Clerk, Transit Department, spent several days during March at his home in Ashland, Va.



Virginia Garrett

G. H. Morris, Clerk, Station Agents' Accounts Bureau, visited his daughter in Staunton, Va., over the week-end of April 20.

L. E. Walton, formerly Clerk, Waybill Tracing Department, has been transferred to the Claim Checking Department, in this office, to fill a vacancy occurring therein.

H. W. Hudgins, Clerk, Transit Department, was the guest of friends in Lynchburg, Va., during April.

P. C. Hasher, Clerk, Transit Department, and Mrs. Hasher, visited relatives and friends in Palmyra, Va., April 20 and 21.

F. M. Hickey, Clerk, Interline Department, has returned from Louisville, Ky., where he spent April 17 to 20.

C. M. Duke, Head Clerk, Waybill Assorting Department, Mrs. Duke and their son,

Milton, spent the week-end of April 27 visiting in Washington, D. C. While in Washington, they were the guests of Mrs. Duke's brother's family, attending the Yankee-Washington baseball game on Sunday.

C. E. Owen, Clerk, Claim Checking Department, Mrs. Owen and a party of friends, have returned from Baltimore, Md., where they visited several days during April.

C. R. Maxson, Clerk, Transit Department, enjoyed several days' vacation during the first part of April.

L. H. Kimmel, Clerk, Waybill Sorting Department, and Mrs. Kimmel, went to Washington for the week-end of April 27, to be the guests of friends, and attend the Yankee-Washington baseball games.

D. C. Kennedy, Jr., formerly Clerk, Claim Checking Department, has been transferred to the Office of Auditor of Capital Expenditures, effective April 4.

Margaret Mary Johnson, daughter of E. M. Johnson, Building Superintendent, has returned to her home, in Ashland, Va., after visiting relatives in Louisville and Paducah, Ky.

## Auditor Freight Traffic and Zone Accounting Bureau

Dorothy Josephine Kaehler, Correspondent

William Lee Kelley, Clerk, accompanied by friends, visited Washington on May 12.



Dorothy Josephine  
Kaehler

T. H. Siegfried, Clerk, visited Sandy Point, by the way of Tappahannock and Warsaw, Va., and returned by the way of Fredericksburg, Va., April 1.

Louise Halle, Key-Punch Operator, visited Norfolk, Va., the week-end of April 20.

Grace Lester, Clerk, motored to Crewe, Va., April 15.

Irving Johnston, Clerk, motored to Swannanoa April 20.

J. F. Andrews, Manager of the Zone Accounting Bureau, was in Louisville, Ky., April 25 to 28, on Company business.

W. J. Feiser, Accountant, and family, have just returned from a week's trip to Columbia, S. C., where they visited relatives.

L. R. Ausbon, Accountant, and Mrs. Ausbon, are spending some time in Plymouth and Rocky Mount, N. C.

T. T. Cobb, Clerk, and wife, spent April 19 to 22 in Baltimore, Md., visiting relatives and friends.

Mary Clappitt and Eula Doggett, both Clerks in the Zone, were among those who motored to the annual Cherry Blossom Festival in Washington, D. C.

The employees in the Zone Accounting Bureau desire to express their sympathy to Mrs. M. B. Baker, whose aunt recently died, in Baltimore, Md.

## Fire Record April, 1929

Smoking.....	2
Overheated stove.....	1
Sparks from locomotives.....	2
Adjoining property.....	2
Total.....	7

# Hocking Valley News

W. H. Fisher, Assistant Editor

## PARSONS TERMINAL

C. V. Rounsavell, Associate Editor

Mrs. Harvey D. Harper, wife of Engineer, Columbus Yards, now is convalescing at her home after an operation at Mercy Hospital on April 2.



C. V. Rounsavell

Mrs. Heber R. Keller, wife of Fireman, was the guest of her sister in Cleveland, O., during April.

Gerald G. Seeds, Engineer, and wife, were April visitors in Toledo, O.

Mrs. Presley C. Southworth, wife of Engineer, accompanied by her daughters, Relva and Mary, and sons, Presley, Jr.,

and Robert, visited relatives at Carey, O., during April.

Mrs. Harry O. Wolfe, wife of Engineer, has returned from a visit in Chicago, Ill.

Mrs. Delbert White, wife of Fireman, was a recent week-end visitor at her former home in Athens, O.

Urban H. Heimann, Fireman, wife and sons, Martin and Henry, have returned from a visit in Cincinnati and Dayton, O.

Irvin C. Christian, Assistant Road Foreman of Engines, has recovered from an operation performed at Grant Hospital during the week of April 15.

The following employees were guests of the Company at the annual convention of the International Railway Fuel Association in Chicago, Ill., May 7 to 10: E. W. Elleman, Road Foreman of Engines; Harley E. Hoover, Assistant Road Foreman of Engines, and wife; James Skahill, Assistant Road Foreman of Engines, Walbridge, O., and wife; F. W. Elliott, Engineer, Toledo Division; William Garwood, Passenger Engineer, and wife, Toledo Division; Frank L. Johnson, Engineer, River Division; A. W. Erpelding, Engineer, Columbus Yards, and wife; Herbert S. Webb, Fireman, Toledo Division, and wife; Joseph N. Anderson, Fireman, Toledo Division, and wife; Glenn H. Grimes, Fireman, Hocking Division, and wife; and Fred Vogt, Fireman, Columbus Yards, and wife. At the conclusion of the convention, Mr. and Mrs. Erpelding visited friends in Milwaukee, Wis.

Mrs. Edward C. Murray, wife of Engineer, and daughter, Jeanne, have returned from a visit to relatives in Akron, O.

Earl Keister, Fireman, wife and son, Earl, Jr., were April visitors in Cleveland, O.

Mrs. Emma S. Smith, mother of Homer S. Smith, Engineer, was a recent week-end visitor in Toledo, O.

Mrs. George E. Bennett, wife of Fireman, and son, William, have returned from a visit with relatives in Detroit, Mich.

An interesting test with a tonnage train was made from Russell, Ky., to Walbridge, O., on March 28. This train, consisting of 130 loads, 9584 tons, departed from Russell,

Ky., at 11.30 p. m., and arrived at Parsons Terminal, Columbus, O., at 6.20 a. m., March 29. Engine 1582, in charge of I. C. Christian, Assistant Road Foreman of Engines, was coupled onto the train at Columbus and departed from Parsons Terminal at 6.40 a. m., arriving in Walbridge Yard at 1.20 p. m., or a total of thirteen hours and fifty minutes from time train left Russell, Ky., a distance of 235 miles. There were no bad-order cars at Columbus or Walbridge.

Robert R. Carter, Fireman, was a recent visitor in Akron, O.

A. C. Payne, Engineer, and wife, were recent visitors in Cincinnati, O.

Erma Milbourne, daughter of R. L. Milbourne, Engineer, was a visitor to relatives in Athens, O., over the week-end of April 20.

Mrs. James I. Moorehead, wife of Fireman, was a recent visitor in Logan, O., her former home.

Mrs. Charles E. Forsha, wife of Fireman, son, Alfred, and daughter, Margaret, were visitors in Carey, O., during April.

Mrs. Clark E. Bethards, wife of Engineer, son, Alva, and daughter, Jennie, recently were the guests of relatives in Toledo, O.

Mrs. James E. Gennett, wife of Engineer, has returned from a visit to relatives in Lexington, Ky.

Floyd R. Cullman, Engineer, wife and son, Floyd, Jr., visited relatives in Youngstown, O., during May.

## Parsons Roundhouse

Robert J. Hart, Correspondent

Ryan Pearce, Machinist Helper, and wife, visited relatives and friends at Piqua, O.



Robert J. Hart

John G. Kane, General Foreman, attended the annual meeting of the Safety Section of the American Railway Association in Indianapolis, Ind., April 23 to 25.

Mrs. Lloyd Spencer, wife of Machinist Helper, and sons, Jack and Lloyd, Jr., were April guests of relatives at Stockport, O.

Saul Wharton, Laborer, wife and daughter, Ella May, were recent week-end visitors to relatives at Toledo, O.

Edward Burchfield, Machinist Helper, wife and son, Leo, were visitors in Toledo, O., with relatives over the week-end of April 20.

Mrs. W. U. Kinnear, wife of Boilermaker, was an April visitor with relatives at Athens, O.

Mrs. Albert Todd, wife of Machinist, and daughter, Alberta, were recent visitors in Piqua, O.

Mrs. Archie Kagey, wife of Machinist Helper, and daughter, Viola, visited friends in New York City.

John Bratt, Supplyman, and wife, were April visitors with relatives at Marietta, O.

Mrs. A. C. Sines, wife of Boilermaker, daughter, Leota, and son, Charles, have returned from a visit to relatives at Toledo, O.

Floyd Rhost, Laborer, spent Sunday, April 21, with friends at Toledo, O.

Roy Ziegler, Storeroom Clerk, has returned to service after a brief illness.

Gerald Huffman, Storekeeper, has purchased a new roadster.

W. F. Hayes, Machinist, and wife, visited relatives at Toledo, O.

Mrs. A. L. Rhodes, wife of Assistant Foreman, and daughters, Marion and Jean, were week-end visitors with relatives at Logan, O., during April.

Charles Hooper, Hostler, and wife, spent the week-end of April 6 on a fishing trip to Russells Point, O., and had very good luck.

## South Columbus

Olive Phillips, Correspondent

Noel F. Soles, Agent, attended the meeting of the Ohio Valley Shippers' Advisory Board, held in the ballroom of the Deshler-Wallick Hotel, Columbus, O., Tuesday, April 9.



Olive Phillips

Vere P. Richards, Clerk, has returned to work, after a brief illness.

Mildred Seel Scott, Clerk and former Correspondent, spent the week-end of April 6 at Indian Lake, O.

Mrs. Carl Seuffer, wife of Chief Clerk, visited her sister, Mrs. Floyd Lattimer, at Galena, O., April 6.

Albert McCann, Clerk, entertained his father, Dr. W. H. McCann, of Portsmouth, O., April 8.

Olive Phillips, Correspondent, spent Easter Sunday with friends at Detroit, Mich.

Floyd Addis, Yard Clerk, spent the week-end of April 13 at Waverly, O.

Carl Seuffer, Chief Clerk, and wife, entertained Mr. Seuffer's brother, Arthur, and family, of Ashland, Ky., April 13 and 14.

The second bowling match of a three-game series has been rolled between South Columbus Office and The Berney-Bond Glass Company, the latter team emerging victorious. The third game will be rolled at a later date, which game will decide the series.

## Parsons Yard Department

Carl R. Brial, Correspondent

Mrs. Joseph V. Smith, wife of Yard Conductor, was called to Detroit, Mich., on April 8, by the illness of her sister.



Carl R. Brial

The Switchmen's Baseball Team met at Parsons Terminal on April 3 to elect officers and arrange plans for the coming season. This team again is entered in the Merchants and Manufacturers' League for the 1929 season.

Paul A. Corey, Clerk, Office of Terminal Trainmaster, also a member of the General Committee of the Health and Recreation Department, has been elected Chairman of the Golf Association for 1929.

Kenneth C. James, Switchtender, Groveport Pike, has returned to service, after several weeks' illness.

On March 27, the following members of the Hocking Valley family were initiated into B. P. O. E. Lodge No. 37, at Columbus, O.: Frank L. Conners, Terminal Trainmaster; Thomas M. Cossar, Assistant Yardmaster; John J. Fergus, Assistant Yardmaster; Eugene W. Barnecutt, Conductor, Hocking Division; William R. Carrothers, Yard Conductor; Eugene J. McNerney, Switchman, and Robert S. Jump, Switchman. Those assisting in the entertainment of the employees named were: Andres R. Smyth, Assistant Yardmaster; James C. Boone and Vincent R. Moore, Conductors, and Lynn G. Chapman, Brakeman. Mr. Conners was presented with a beautiful Elk-emblem watch charm from Yardmasters and Assistant Yardmasters of the Terminal.

Mrs. Edward J. Schneider, wife of Conductor, was called to Delaware, O., on April 11 by the illness of her sister-in-law.

Edwin D. Bornshine, Stenographer, has purchased a new roadster.

Andrew R. Smyth and Thomas M. Cossar, Assistant Yardmasters; John W. Piper, Yard Clerk, and Leo S. Bumgarner, Assistant Caller, were present at the opening game between the Cincinnati Reds and St. Louis Cardinals at Cincinnati, O., April 16.

Seymour Parsons, Conductor, was out of service several days during April because of the death of his brother.

Robert E. Trent, Switchman, who recently underwent an operation for appendicitis at Mercy Hospital, was a recent visitor at the Terminal Building and soon will be able to resume his duties.

Patrick Conroy, Switchtender, has returned to duty after several days' illness.

Fred W. Keyes, Yard Conductor, was a business visitor in Portsmouth, O., during April.

John F. Shockey, first trick Operator, Parsons Terminal, was out of service March 25 to 28 because of the death of his father.

Willard E. Mason, Switchman, who was granted a leave-of-absence during February, has returned to duty.

John E. Strapp, Yard Clerk, was out of service several days during March on account of the death of his sister.

John S. Carrothers, Switchman, was called to Phoenix, Ariz., on April 17, by the death of his son-in-law.

Henry F. Smith, Switchman, who has been out of service for a year, because of illness, has returned to service.

Clark Andrews, Switchtender, was absent from duty April 6 and 7 due to a slight illness.

Wilbur C. Allton, Record Clerk, was a visitor in Marietta, O., during April.

Mrs. Edward C. Andres, wife of Conductor, and daughter, visited relatives in Toledo, O., in April.

Hal H. Barker, Switchman, wife and daughter, Rebecca, were April visitors with relatives at Russellville, Ky.

Mrs. Roy W. Heskett, wife of Switchman, and daughter, have returned from a visit to relatives at Ironton, O.

Mrs. Russell T. Harden, wife of Switchman, was a recent Pomeroy, O., visitor.

Walker W. Hinerman, Switchman, wife and daughter, were recent visitors in Buffalo, N. Y.

John M. Loud, Switchman, and wife, were guests of relatives in Athens, O., during April.

Frank L. Miller, Switchman, was a recent visitor in Chicago, Ill.

Gilbert H. O'Shaughnessy, Switchman, and wife, spent several days with relatives at McArthur, O., during April.

Lawrence F. Hutchinson, Conductor, Columbus Yards, was placed on the honor roll and cited by W. W. Houston, Superintendent,

for discovering a car "riding" side bearing, which prevented car from taking curve, March 30.

## Mound Street Terminal

Francis D. Metcalf, Correspondent

E. F. Himes, Assistant Boilermaker Foreman; Adam Rueckel, Harry S. Steele, Boilermakers, and August Regg, Boilermaker Helper, attended the bowling tournament at Richmond, Va., during March.



Francis D. Metcalf

Francis D. Metcalf, Correspondent, returned to service March 25, after an illness of ten weeks. Curdis Hoover filled the place of Mr. Metcalf, Boiler Shop Clerk, during his absence.

C. V. Rounsavell, Chief Clerk to Road Foreman of Engines, wife and son, Charles, Jr., were guests at a dinner party in Athens, O., Sunday, April 21, in honor of Mrs. F. P. White, mother of Mrs. Rounsavell, who was celebrating her sixtieth birthday.

Joseph Ortman, Boilermaker, wife and son, were visitors to friends in Toledo, O., on Easter Sunday.

Margaret and Albert Steele, daughter and son of Harry S. Steele, Boilermaker, visited relatives and friends at Nelsonville, O., on Easter Sunday.

Guy R. Halterman, Boilermaker, returned to service March 27, after a brief illness.

George A. Stephenson, Flanger, was called to Bellefontaine, O., March 29, by the illness of his mother.

Phillip J. Hoffman, Painter Foreman, and wife, motored to Pittsburgh, Pa., March 30, where they visited their son and family.

Jacob H. Ottman, Roundhouse Foreman, returned to duty April 1, after a vacation of three months in California.

John Carpenter, Machinist, was called to Orlando, Fla., April 2, on account of the illness of his father.

Charles M. Miller, Boilermaker, and James Gillispie, Boilermaker Helper, were at Toledo Docks, O., April 2, making repairs to docks.

Frank Rappold, Boilermaker, returned to service April 8, after an illness of seven weeks.

William Owens, Boilermaker Helper, returned to duty April 8, after a brief illness.

Thomas Rodda, Boilermaker, and wife, were visitors with relatives at Nelsonville, O., April 13.

William S. Perkins, retired Carpenter Foreman, was a visitor at Mound Street Shops on April 11.

Charles L. Nicklaus, Boilermaker, and family, have moved to their farm near Granville, O. Mr. Nicklaus will retain his position at the Shops.

John Pfannebacker, Boilermaker, returned to service April 15, after an absence of ten days, due to illness.

Robert Davison, Boilermaker, was called home April 10 by the illness of his mother.

Carl M. Davis, Boilermaker, accompanied by Joseph Cahill and Frank Knapp, Boilermaker Helpers, attended the opening baseball game between the Columbus, O., Senators and the Minneapolis Millers, at Columbus, O., on April 16.

L. E. Hunter and wife, of Orrs Island, Me., and L. E. Hunter, of Huntington, W. Va., were guests of E. F. Himes and family on April 16.

John W. Larason, son of William Larason,

General Boiler Foreman, who is attending Cleveland Bible Institute in preparation for the ministry, gave a very interesting talk at the noonday meeting of Mound Street Shops on April 3. The quartet recently organized at the Shops sang several hymns. These meetings are sponsored by the Pocket Testament League, and are very well attended.

Henry Gosser, Cabinetmaker, who now is convalescing at his home from an illness, has expressed his appreciation to the boys at the Shops for the beautiful flowers recently sent him.

John Girger, Patternmaker, and wife, spent Easter Sunday at the home of Mr. and Mrs. Clyde Porter, of Zanesville, O.

Fred Moore, Carpenter, returned to service April 18, after an illness. Mrs. Fred Moore, who has been confined in a Chicago hospital after an operation and injury, is now on the road to recovery, having returned to her home, in Columbus.

Otto Kreakbaume, Furnace Hand, wife and daughter, Shirley Ann, were recent visitors at Marysville, O.

Alonzo James and Walter Carsner, Molder Helpers, and their families, visited relatives at Orbiston, O., Sunday, March 30.

Eldon McCarty, Molder Apprentice, visited his parents, at North Lewisburg, O., on Easter Sunday.

Clovis DeLong, Molder, wife and son, Norman, spent Sunday, April 14, with relatives at Fostoria, O.

William McKnight, Molder Helper, visited his grandparents at Catawba, O., Sunday, April 7.

Richard Clark, Molder, and wife, motored to Circleville, O., Saturday, April 13.

Charles McGuffin, Foundry Foreman, attended the Foundrymen's Convention at Chicago, Ill., April 8 to 11. Mr. McGuffin was accompanied by his wife.

## Parsons Car Department

Norman Camp, Correspondent

James Valentine, Helper, attended the funeral of his brother on March 28.

M. Solt, Carman Helper Apprentice, wife and daughter, visited relatives at Glade Springs, Va., during the week of March 3.

On April 2, an air test on new release valves was held at Parsons Terminal by the American Railway Association Air Brake Committee. Representatives from several different railroads were present.

M. E. Collins, General Car Foreman, Chesapeake and Ohio Railway Company, Russell, Ky., was a visitor at Parsons on April 2.

E. D. Conkle, Assistant Gang Foreman, has purchased a new automobile.

M. E. Dowler, Assistant Gang Foreman, visited his home at Nelsonville over the week-end of April 6.

Charles Klein, Gang Foreman, and wife, motored to Nelsonville, O., April 13.

F. Krause, Gang Foreman, and family, motored to Washington Court House, O., April 14.

John Marshall, Air Brake Rackman, and family, motored to Mount Sterling, O., April 14.



Norman Camp

H. Huthmacker, Gang Foreman, and wife, accompanied by E. D. Conkle, Assistant Gang Foreman, and wife, motored to Logan, O., April 12.

W. Bectold, Helper, attended the Spring Reunion of the Ancient and Accepted Scottish Rite, Valley of Columbus, during the week of April 8.

E. Patzer, Gang Foreman, has purchased a new car.

C. Reinhart, Carman, and B. Eastman, Millman, attended the opening baseball game between Columbus and Minneapolis in the American Association, at Columbus, on April 16.

## In and About Mound Street Shops

Floyd O. Wright, Correspondent

Members of The Hocking Valley Railway Gun Club now are enjoying trap and target shooting on the grounds they worked so hard to improve last year, as they now have one of the most complete trap- and target-shooting grounds in the city of Columbus.



Floyd O. Wright

The present membership is seventy-one and thirty-four of these employes are from Mound Street Shops, the other portion of the membership being distributed throughout the General Offices and the Transportation Department. Club officers are very anxious to increase their membership fifty per cent by the middle of this year, and the boys are going rapidly in this direction and feel that their goal will soon be reached. The fee for membership in the Gun Club is \$1.75, and members are entitled to wholesale prices on all shells.

Our Hocking Valley mother, Mrs. Mary Hirschman, celebrated her seventy-first birthday on April 4, 1929, which anniversary was one of the most enjoyable days of her life, as she expressed it. Mother Hirschman is the mother of John Hirschman, Tin Shop Foreman, also of Herbert Hirschman, Acting Erecting Shop Foreman. A very enjoyable time was had at the six-o'clock dinner served in honor of Mrs. Hirschman, which was attended by twenty-seven guests, following which the remainder of the evening was spent in playing games, dancing and singing.

John Eigensee, one of our veteran Machinists at Mound Street Shops, is the happy owner of a new automobile.

C. F. Krause, Erecting Shop Foreman, entertained a number of Foremen with a dinner at his home recently, which was a splendid arrangement. Charlie is planning another dinner for the balance of the Foremen at a later date.

A very successful birthday party was given at the Willhide Inn on March 26, by the Mound Street boys, in honor of Floyd O. Wright, Correspondent, who celebrated his thirty-first birthday on that date. To Mrs. Harry Willhide especial thanks are due, for the wonderful, as well as very delicious, birthday cake, which was such a contributing factor in the huge success of this party.

The Amaranth Chorus, composed of women of the different church choruses in Columbus, assisted with the religious services conducted during the noonday period on April 17, at which time the entire lunch

period was turned over to them. The services were attended by approximately 450 employes, and the efforts of the ladies were greatly appreciated and the sincere thanks of all those present are extended to E. K. Holliday, Electrician Foreman, who arranged to have the Amaranth Chorus present for the occasion.

## LANCASTER AND HOCKING DIVISION

C. G. Amendt, Associate Editor

C. W. Schwenke, Agent, Logan, was in Lancaster on April 13, attending the funeral



C. G. Amendt

of a relative, as were W. M. Deeds, Trainmaster, of Columbus, and family.

Joe McClain, Baggageman, Columbus-Athens Passenger Service, was off duty a few days in mid-April. James Grant substituted for him.

Joe Moran, Baggageman, Columbus-Athens Service, was off duty several weeks in April, due to an injured hand sustained in a fall at his Columbus home on April 8. Walter Denton and James Grant substituted.

Gretchen Moury, Stenographer, enjoyed a very successful fishing trip at Buckeye Lake, Sunday, April 7.

Joe Brickels and P. K. Durant are recent additions to Lancaster Freight House Crew.

Bess White, Bill Clerk, was Chairman of a Committee in charge of a Cabaret Dance given by the Kappa Delta Phi at what was formerly Beta Hall, April 19.

C. A. Stover, Agent, Nelsonville, and family, were Lancaster visitors Sunday, April 14.



Kathleen Marie Snyder

This is Kathleen Marie Snyder, a graduate of Lancaster High School, of the class of 1926, who entered the services of the Hocking Valley Railway Company, as Stenographer and Clerk, on April 16.

Mrs. Arthur Burgess, of Lancaster, paid a visit to the home of her father, C. L. Pensyle, Freight House Clerk at Nelsonville, over March 23 and 24.

Frank Baus, Passenger Conductor, Columbus-Athens service, accompanied by his family, visited relatives in Lancaster over Sunday, April 14. His brother, Pete, of Columbus-Logan local freight service, substituted for him, and was in turn relieved by A. C. McQuaide.

## Nelsonville, O.

Robert Pospichel, Correspondent

Sam Starkey, Sectionman, and wife, entertained at dinner, March 25, in honor of the birthday anniversary of Willard Simington. Covers were laid for Mr. and Mrs. Willard Simington, and daughter, Kathleen, and Mr. and Mrs. Carl Starkey.

Edward Newman, Operator, Walbridge, spent March 23 and 24 visiting his relatives at this point.

R. O. Barstow, Brakeman, Columbus, visited his sister, Mrs. Ed Howard, March 30 and 31.

Fred Dalton, Brakeman, Walbridge, wife, and three children, returned to their home March 31, after spending several days here with friends and relatives.

Clarence Pospichel, Machinist Helper, and wife, of Columbus, spent March 30 and 31 visiting here with his parents.

Fred Juniper, Engineer, and wife, had as their guests March 31, John Humphrey and wife, of Shawnee, O.

Lillian Stover, daughter of Freight Agent, spent March 31, visiting relatives in Columbus.

Frank Anderson, Brakeman, and wife, had as their guest March 31, their daughter, Mary Anderson, of Columbus.

Mrs. Thomas Mulligan, widow of Engineer, had as her guests over Easter, Mr. and Mrs. Wilford Edgell and daughters, Barbara and Judith, of Mount Vernon, O., and Florence Mulligan, of Cincinnati, O.

Sam Gilham, Brakeman, and wife, had as their guest March 31, their son, Arthur Gilham, of Columbus, O.

C. H. Martin, Coal Agent, and wife, had as their guests March 31, Mrs. Don Davis, and children, Bobby and Ellen, of Athens, O.

Mrs. Mary McCarty, widow of Conductor, was the guest of honor at a family dinner given Easter Sunday at her home, the occasion being her birthday anniversary. Mrs. D. J. Caudy, of Tioga, W. Va.; Mr. and Mrs. Charles Walker and daughter, of Corning; C. H. McCarty, of Richmond, Va., and W. B. McCarty, of this city, were present.

Wallace Glenn, Yardmaster, and wife, had as their guests March 28, the former's parents, Mr. and Mrs. Glenn and daughter, Hazel Glenn, of Columbus, and Helen Lochary, of Pomeroy, O.

James Bartowe, Conductor, is the proud possessor of a United States Silver Dollar issued in 1779. Several residents claim that it is the earliest piece of money issued by the United States that they have ever seen. The dollar has been in the possession of Mr. Bartowe for the last twenty years, when he obtained it for the sum of three dollars, from a man who rode his train. He claims the only way he would part with it would be to lose it.

William Morgan, Trainmaster, was in Logan March 21, to attend a Hocking Valley Railway Freight Claim, Loss, and Prevention meeting.

George Seenes and C. H. Stover, Brakemen, Walbridge, returned to their work after spending a few days here with relatives.

Gail Blackburn, daughter of Freight Handler, was a Columbus visitor March 24.

L. T. Rhoads, Engineer, and wife, spent March 23 and 24 visiting in Columbus.

Mrs. James Coleman, wife of Engineer, and daughter, Mary, spent March 23 visiting in Columbus.

Charles Silcott, Engineer, was a Columbus visitor March 23 and 24.

Guy Evans, Conductor, and wife, were Columbus visitors March 23, as the guests of their son, Wilbur.

C. L. Pensyle, Freight House Clerk, and wife, had as their guests March 23 and 24, Mrs. Arthur Burgess, of Lancaster.

Mrs. Elizabeth Cummins, widow of Engineer, had as her guests March 28, Mrs. Lewis Minck, of Columbus; Carl Minck, Herbert Minck and daughter; Mr. and Mrs. Ralph Wolfe, of Lancaster, and Mrs. Fred Stuckey, of Upper Sandusky.

Leah Reynolds, daughter of Conductor, spent April 9 visiting relatives in Columbus.

Mrs. William Morgan, wife of Trainmaster, left April 9, to visit relatives in Columbus. She was accompanied to Columbus by her grandson, Billy Fisher.

Sherd Blackburn, Freight Handler, and wife, had as their guests April 7, Mrs. Belle Seibert, of Columbus.

C. A. Stover, Freight Agent, and William Morgan, Trainmaster, spent April 9 attending a meeting of the Advisory Board of the Ohio Valley Shippers' Association, at the Columbus Transportation Club. The meeting was followed by a banquet served at the Neil House.

The monthly meeting of the Esther Class of the Christian Sunday School was held April 8, at the home of Mrs. James Coleman, wife of Engineer. A social time, with refreshments, followed the business session.

Howard Butt, Clerk, spent April 7 visiting friends in Columbus.

Evelyn Siddle, daughter of Engine Watchman, spent April 4 visiting friends in Columbus.

Guy Fiske, Brakeman, returned to Walbridge April 4, after a few days' visit here with friends.

Mrs. Fred Juniper, wife of Engineer, entertained The Loyal Women's Class of the Christian Sunday School February 26, at her home on Washington Street. Mrs. Sam Starkey, wife of Section Foreman, president of the class, presided at the business session.

Carl Mender, son of Engineer, who recently returned from a several months' trip through the West, left February 25 for Willard, O., where he has accepted a position on the Railroad.

Mrs. S. S. Lane, wife of Engineer, was in Columbus February 25, as the guest of her daughter, Mrs. Clyde Vanmeter, and in the afternoon was a guest at a luncheon given at the Faculty Club, by Miss Kanauss.

E. Hillyer, Fireman, Columbus, visited relatives here February 23.

Mrs. Luther Berry, wife of Bunkman, left February 18 for a few weeks' visit to Detroit, Mich.

George Butt, Car Repairer, returned for duty March 2, after being off, sick, for three weeks.

Frank Stephenson, Machinist; Andy Christ, Helper, and Eddie Rickels, Welder, spent a few days of rest at Nelsonville, before going back to Columbus to assume their regular duties with the Company. While here, these gentlemen were guests of Bob Pospichel, Correspondent.

Earl Brickles, Machinist, Logan, O., has been transferred to Nelsonville as General Foreman of Roundhouse and Car Departments, taking the place of Edward Healy, who was transferred to Logan, O., as General Foreman at Roundhouse, on account of James Rafferty, veteran Foreman, being absent on sick leave.

Ed Hall, Engineer, Athens, left March 1 for a week-end visit at his home in Columbus, O.

S. S. Lane, Engineer, spent March 1 visiting relatives at Columbus, O.

Elmer Siddle, son of Engine Watchman, gave a vocal selection March 3 at the Christian Church.

C. H. Stover, Brakeman, and wife, left for Walbridge March 1, after spending a few days' visit here with relatives.

William Morgan, Trainmaster, left March 1 to attend a Safety First meeting of the Hocking Valley Railway Company, at Columbus.

Bob Kinney, Freight House Clerk, and wife, had as their guests for a few days, Mrs. Ruth Simms and daughter, of Columbus, O. Mrs. Simms is a sister of Bob Kinney.

Henry Northup, Sam Starkey, Frank

Bean, and John Ross, Section Foremen, spent March 1 at Logan, attending a Safety First meeting of the Company.

J. E. Davis, Master Mechanic; Harry Sunderman, General Foreman, of Mound Street Shops, Columbus, and Ed Healy, Roundhouse Foreman, Logan, were business visitors at Nelsonville April 19.

Ed Tucker, Charles Robison, and O. R. Shirley, Firemen, were called back for work at Walbridge April 20, on account of business increasing at that point. These men have been out of service a few months.

Thomas Evans, Car Inspector, and wife, left April 9 for a week's visit with their son, Joe, and family, of Detroit, Mich.

Mrs. C. A. Stover, wife of Freight Agent, spent April 20 visiting friends in Columbus.

Mrs. Alex Nelson, wife of Engineer, spent April 10 visiting relatives in Columbus.

Mrs. Raymond Powell, wife of Sectionman, entertained the members of the G. E. G. Club at her home April 15. A two-course luncheon was served and an enjoyable evening reported.

Mrs. Phil Kelch, wife of Brakeman, spent April 14 in Columbus at the home of Mr. and Mrs. Joe Kelch.

Lillian Stover, daughter of Freight Agent, had as her guests April 14 and 15, Janet and Margaret Pugh, of Columbus, O.

Converse Crawford, Yard Clerk, spent April 15 visiting relatives at Waterford, O.

Mrs. Walter Sines, wife of Conductor, entertained Class Twenty-one of the Methodist Sunday School at her home on Jackson Street, April 16. A feature of the evening's program was a playlette given by Mrs. Gladys Bayless, and Mrs. Frances Nelson. A pot-luck luncheon was served to twenty members of the class late in the evening.

Mrs. Robert Kinney, wife of Freight House Clerk, was assistant hostess at a meeting of the Women's Home Missionary Society of the Methodist Episcopal Church, April 19.

## LOGAN AND RIVER DIVISION

Bess V. Mutchmore, Associate Editor

J. H. Peterson and W. J. Butler, Assistant Cost Engineers, Logan, O., attended a business meeting of



Bess V. Mutchmore

Chesapeake and Ohio and Hocking Valley Cost Engineers held at Huntington, W. Va., March 28 and 29.

Mrs. Lloyd Spires, wife of Sectionman, Vinton, O., was taking special treatments at a Columbus hospital during March.

Francis Toole, Truckman, Logan Freight Depot, and wife, were the

guests of Mr. and Mrs. Ed Thomas, at Amanda, O., March 31.

W. T. Sines, second trick Operator at East Clayton, was in Marion, O., for several days in March, at which time he moved their household goods to Nelsonville, where he and his mother will make their home. Operator McCallister worked during the absence of Mr. Sines.

Alton Baker, Caller, and wife, of Walbridge, and Miss Baker, also of Walbridge, visited E. M. Rennick, Clerk to Supervisors, Logan, O., March 23. The party of young

people returned to Walbridge in Mr. Rennick's new auto the following day.

Daniel Bray, Tie Inspector for the Hocking Valley, returned to Logan April 6 from a two-weeks' business trip to St. Louis, Mo.

Phil McCarthy, third trick Operator at East Clayton, was off duty several days in March on account of illness. Operator Dennis relieved him.

Samuel Mundy, Yardmaster, wife and daughters, Ruth and Madeline, and Mr. and Mrs. Frank Hellyer, spent March 27 in Columbus, O.

Mr. and Mrs. Phil Crowel and daughter, Dorothy, of Pittsburgh, Pa., visited in Logan, O., March 28 to 31 as the guests of Mrs. Crowell's father, C. W. Schwenke, Agent, Logan, O.

The Rebecca Sewing Circle met at the home of Mrs. Francis Toole, wife of Truckman, Logan Station, with Mrs. George Strawsbaugh and Grace Poling, assistant hostesses. Contests, sewing and conversation were followed by a fine luncheon.

E. N. Rennick, Clerk to Supervisors, Logan, O., and Alton Baker and wife, and Miss Baker, of Walbridge, O., motored to White Sulphur Springs, W. Va., and over into old Virginia April 6 and 7.

Wm. Gaumeere, who was with the Hocking Valley Shops, as Foreman, a number of years ago, was a Logan visitor April 12.

Nicholas Lambert, retired veteran of the Hocking Valley, of Columbus, O., visited friends and relatives in Logan, O., April 6 to 8.

Bruce Groves, Sectionman, returned to work March 13, as Supply Man for his section.

Mrs. Bruce Groves, wife of Sectionman, was taken to a Columbus hospital April 14, and the following day underwent an operation.

Mrs. Ira Gates and daughter, Mary, spent several days in Logan, O., with Mrs. Gates' father, C. W. Schwenke, Agent, Logan, en route to her home in Florida. Mrs. Gates had been in Baltimore, Md., for several weeks where the daughter, Mary, received eye treatment at Johns Hopkins Hospital during February and March.

B. M. Wilson, Conductor, worked the Pomeroy passenger run during March and April, and H. E. Thomas, of Middleport, was in charge of the passenger train on the Jackson Branch.

Mrs. Clarence Chute, wife of Conductor; Mrs. Phil McCarthy, wife of Telegraph Operator, and Mrs. James Reese were hostesses to the Christian Culture Sunday School Class of the United Brethren Church in their April meeting. Following the business meeting, refreshments were served.

Wm. Elder, of Columbus, O., spent Easter with his parents, John Elder, retired Passenger Conductor, and wife, at their country home, south of Logan, O.

Mabel Bownes, daughter of Jno. Bownes, Conductor, and Mrs. Harry Nill, wife of Roundhouseman, spent April 7 with relatives in Lancaster, O.

Mrs. Judson Shriner, wife of Conductor, was hostess to the Merry Makers Club April 5. A fine six-o'clock dinner was served, after which bridge was the game.

The Vera Blinn Chapter, a missionary society of the United Brethren Church, held their monthly meeting at the home of Mrs. Phil McCarthy, wife of third trick Operator at East Clayton, on North High Street. Following the business and assigned subjects for the month's study, the hostess served delicious luncheon.

Mrs. Clem Woodruff, wife of Sectionman, Logan, O., spent several days in Columbus, O., as the guest of her daughter, Mrs. Ambrose Voris, wife of Brakeman.

Mrs. Fred Pugh, of Glenroy, O., visited her daughter, Mrs. Herbert Shriner, wife of Conductor, several days during the early part of April.

The Straight Eight Club was entertained by Rudolph F. Rempel, Coal Rate and Bill Clerk, Logan Station, at his home on North Walnut Street, in April. A fine lunch was served at the close of the game.

C. W. Schwenke, Agent at Logan, O., attended the annual meeting of the Shippers' Regional Board and the banquet given by the Columbus Transportation Club, April 9. The Regional Board luncheon was served at the Deshler, and the banquet for the joint meeting was served at the Neil House.

Mrs. Clare Abel, wife of Lineman, gave a six-o'clock dinner to the Whosit Card Club in April meeting. After dinner, bridge was the game for the evening.

On April 10, the Wednesday Evening Bridge Club met at the home of Mrs. Ed Kemper, wife of Engineer. Lunch was served at the close of the game.

Dr. R. K. Smith, of Cincinnati, O., spent a week during the first part of April with his father, Dr. A. K. Smith, Assistant Company Surgeon, in Logan, O.

Mrs. A. R. Miller, wife of Conductor, entertained the Saturday Club April 20. Luncheon was served at the Isabel Hyson home, after which the guests were taken to the Miller home, on North Mulberry Street, and a splendid literary program was enjoyed.

A special train, carrying R. N. Begien, Vice-President; M. S. Connors, General Manager, and other officers, passed through Logan April 19, en route to Pomeroy, over the River Division. Frank McBride, Conductor, and Gerald Freiginger, Brakeman, were called to take charge of the train from Logan, O.

The Maccabees held their district meeting in Logan, O., April 8. The Grand Lodge Convention of the Order will be held in June, and Mrs. Katie Walker, wife of Samuel Walker, Section Clerk, was honored by being elected, at the district meeting, to represent the Logan Order. Mrs. Walker has been a Lady Maccabee for twenty years. Mr. Walker, who has been a Knight for thirty-seven years, was presented with a silver service pin.

Frank Walters, Chief Clerk, Logan Station, wife and daughters, Mary Jean and Martha Isabel, visited relatives in Murray City and New Straitsville, O., during the early part of April.

E. R. Beck, wife and daughters, Ruth and Mabel, of Lancaster, O., were the guests of Charles R. Pope, Freight and Ticket Clerk at Logan Station, April 14. This date being the birthday anniversary of Mr. Beck, who is Mrs. Pope's father, a fine birthday dinner was served.

Rudolph F. Rempel, Coal Rate and Bill Clerk, Logan Station, took part in the minstrel which was given by the men's organization of the Trinity Lutheran Church at their parish hall the night of April 18.

W. E. Heft, Warehouse Foreman, Logan, and wife, and Mr. and Mrs. Sam Primmer motored to Murray City, O., April 14.

C. W. Schwenke, Agent, Logan, O., spent Sunday, April 21, with relatives in Lancaster, O.

Charles R. Pope, Freight and Ticket Clerk, Logan, wife and daughter, Ruth Majorie, visited in Wellston, O., April 21, with Mr. Pope's parents.

J. Paul Leach, who has been in the Valuation Office in Columbus, O., was transferred to Logan, O., to succeed R. N. Rennick as Clerk to the Supervisors. Mr. Rennick transferred to Delaware, O., as Time Clerk and Rodman.

Mrs. Frank McBride, wife of Conductor, spent April 22 and 23 in Pomeroy, O.

W. J. Butler, Assistant Cost Accountant, Logan, O., was in Columbus, O., part of April assisting in the Cost Accountant's Office.

James Cremean, Agent at New Plymouth, O., was a business visitor in Logan, O., the evening of April 5.

William Rizer, Baggage man, Logan, O., was a business visitor in Columbus, O., April 18.

Mrs. Lawrence Reasoner, wife of Electrician, and three young sons, who were the guests of her parents, R. F. Rempel, Coal Rate and Bill Clerk, and wife, Logan, O., for two weeks, returned to her home in Toledo, O., April 13. Martha Rempel accompanied her sister to Toledo, to visit.

Mrs. Lucy Nill, mother of Harry Nill, Roundhouseman, and Mrs. Bess Mutchmore, Assistant Cashier, Logan Freight Office, attended the Woman's Missionary Society of Athens Presbytery, which met in Gallipolis, O., April 8 to 10.

## Logan, O.

Grace Murtha, Correspondent

J. E. Davis, Master Mechanic, visited the Roundhouse and Shops at Logan, O., April 18.



Grace Murtha

The annual Spring Inspection of the Logan Shops was made Monday, April 15, by the following: W. L. Roller, Engineer of Maintenance of Way; A. Ziebold, General Car Inspector; J. C. McCaughan, Storekeeper; E. R. Cott, Safety Inspector; Charles Drum, Safety Inspector, and C. A. Cameron.

Seber Angle, Oil House Man, wife and children, accompanied by Mrs. Ed Mattox, wife of Car Inspector, spent Sunday, March 31 as the guests of relatives in Jackson, O.

Floyd F. Preston, Air Brake Foreman, and Clifford McCarty, Stores Department Laborer Foreman, are owners of new automobiles.

Floyd Preston, Air Brake Foreman, wife and son, Floyd, Jr., were guests of relatives and friends in Columbus, O., March 31.

William Proctor, Draftsman, was a business visitor at the Logan Shops April 9.

C. D. Rafferty, Sault Ste. Marie, Canada, came to Logan the week of April 1, for a visit with his parents, Mr. and Mrs. James S. Rafferty.

There were fifteen present when John H. Wetherill entertained a party of friends at his home in Midland Place, Saturday evening, March 30. The evening was spent participating in contests relative to the Easter season. Mrs. Wetherill served an elegant two-course lunch to the guests. John is the son of W. P. Wetherill, Erecting Shop Foreman.

Mr. and Mrs. Leroy Strain and family, of Springfield, spent the week-end of April 13 with the former's parents, Charles E. Strain, General Foreman, and wife.

Kenneth Hiles, Carman Helper, returned to service April 15, after a six-weeks' vacation visiting relatives in Los Angeles, Cal. He spent several days sightseeing in San Diego and Redlands; also one day in Tia Juana, Mexico.

Robert Kanode and Edward Stivison Shop Laborers, spent March 23 and 24 visiting the Columbus theaters.

Floyd Preston, Air Brake Foreman, wife and son, Floyd, Jr., visited relatives in Columbus, Easter Sunday.

Jesse Woods, wife and daughter, Charlotte, of Marion, O., spent April 14 as the guests of Fred Woods, Shop Laborer.

William Delong, Shop Laborer, and wife, visited relatives and friends in Columbus, O., April 7.

The Stores Department employed the following Laborers during the month of April: John Hiles, H. R. Primmer, Paschal Tignor, Vallie Rutter, Frank Mason, Francis Roberts, William Carpenter, Harold Voris, Marando Casto, Victor Grimstead, Charles R. Eberst, and Melvin Harbarger.

Jean Roberts, Stenographer, was a guest at a house party April 13, given by Mr. and Mrs. Richard Lerch, at their home in Lancaster, O.

C. E. Keller, Statistical Clerk, and Frank Neutzling, Valuation Clerk, spent April 8 in Logan, on Company business.

T. R. Robinson, Chief Draftsman; Kenneth Kuehner, Wheel Inspector; W. R. Brown, Mechanical Accountant, and A. A. Twyman, Shop Accountant, were business visitors at the Logan Shops April 17.

Jesse Dupler, Metal Car Worker, and Mrs. Dupler, were Columbus shoppers March 30.

The following employees returned to service in the Blacksmith Shop during the month of April: Paul Kline, Blacksmith; Thomas Krieg, Smith Helper, and Edward Cook, Smith Helper.

The Rev. E. H. Dailey, pastor of the United Brethren Church, conducted brief services for the infant son of Mr. and Mrs. Arthur Thomas, at the home of Mr. and Mrs. Hugh P. Thomas, the paternal grandparents, April 19. Interment was made at Nelsonville, O.

Fred Keller, Pipefitter, moved his family to their new home, on West Hunter Street, Logan, O., May 1. For the past few years, Mr. Keller and family have made their home in Rockbridge, O.

John Vogel, Scale Inspector, was a business visitor at the Logan Shops the afternoon of April 22.

Carl Littlejohn, Platform Laborer, was transferred to position as Brakeman in the Oldtown Yards April 22.

Jean Roberts, Stenographer, and Esther Thomas entertained the Sigma Phi Gamma Sorority at their club's rooms, Wednesday evening, April 4.

## Middleport, O.

H. S. Mourning, Correspondent

A. P. Bray, Brakeman, and wife, of Logan, O., visited Mr. and Mrs. Barker, of Middleport, O., over Easter.



H. S. Mourning

J. H. McMannis, Section Foreman, Pomeroy, O., spent Easter Sunday with his daughter in Springfield, O.

John Foley, retired Veteran, sold his property in Middleport, O., and purchased a farm near Racine, O. He now is located at his new country home.

Frank McBride, Conductor on Pomeroy passenger train, was calling on friends in Pomeroy Easter.

Carl Owens, Fireman in Pomeroy Yards, and wife, spent Easter Sunday in West Columbia, W. Va., as the guests of Mrs. Owens' mother, Mrs. Booth.

Paul Brandenburg, son of Frank Brandenburg, Clerk in Pomeroy Freight Depot, spent Easter vacation with his parents in Pomeroy, returning to his school work in Dayton, O., April 1.

George Warner, Sectionman, Pomeroy Yards, moved his family from Middleport, O., to Cheshire, O., April 5.

Mrs. R. W. Holcomb, wife of Extra Gang Foreman, of Vinton, O., with her daughter, Mrs. Hobart Holcomb, of Minerton, O., were shopping in Pomeroy April 13.

Henry Courtney, of Nelsonville, O., was the guest of his daughter, Mrs. Eugene Brickles, wife of Car Inspector Foreman, Pomeroy, O., the early part of April.

Mrs. C. H. Ward, wife of Supervisor of River Division, of Logan, visited friends in Middleport, O., April 9.

C. A. Brickles, Brakeman, of Fostoria, O., visited his brother, Eugene Brickles, Car Inspector Foreman, Pomeroy, O., the first part of April.

E. O. Yeager, Section Foreman, purchased a new auto and on March 31 made a visit to friends at Dexter, O.

Mrs. H. E. Thomas, wife of Conductor, who is president of the Woman's Missionary Society of the Presbyterian Church of Middleport, O., attended the session of the Athens Presbyterial, which was held in Gallipolis, O., April 8 to 10.

## Wellston, O.

F. W. Everett, Correspondent

John P. Boylan, Brakeman, and wife, motored to Chillicothe, O., Sunday, April 20, and spent the day with friends.



F. W. Everett

B. L. Stephenson, Conductor, was in attendance at the Masonic Meeting in Portsmouth, O., April 8.

Mrs. J. E. Atkinson, wife of Operator, was shopping in Wellston, April 20.

Garold Patterson, Clerk in Freight Office at Jackson, spent Saturday evening, April 20, in Wellston, O.

Edward Shifflet, Sectionman, has resumed duty after several days' absence on account of illness.

Wm. Walker visited several days with his son-in-law, Fred Brown, Agent, Haydenville, O., and wife, during April.

M. S. Jordan, Inspector, was off duty April 17. He was relieved by Hubert Jordan.

David Stephenson, son of B. L. Stephenson, Conductor, and Ava Hamer, daughter of T. S. Hamer, Engineer, were among those selected to take part in the play, Lightning, given by the Wellston High School, during April.

Sam Carpenter, Clerk in the Local Office at Athens, O., spent Sunday with his family, in Jackson, O.

Clarence Salts, son of Agent, Union Furnace, O., was visiting in Jackson, Sunday, April 14.

Mrs. Elmer McManus, wife of Sectionman, was shopping in Wellston, O., Saturday, April 20.

Frank Meese, Clerk in Local Freight Office at Columbus, O., was called to Hamden, O., during April, on account of the illness of his mother.

H. E. Thomas, Conductor on Jackson run, spent Sunday with his family, in Middleport, O.

W. N. Bennett, Engineer, was off duty several days during April. He was relieved by Wm. Lehman.

George H. Thompson, Engineer, and wife, spent the week-end with his mother, in Portsmouth, O.

Charles R. Pope, Ticket Clerk, Logan, his wife and daughter, were week-end visitors April 20, with his parents.

Frank Brooks, Engineer, and W. E. Petty, Train Baggage, on the Jackson run, spent Sunday, April 21, at Logan, with their families.

R. W. Huntley, Cashier, has purchased a new automobile.

J. Paul Leach, Clerk in the Valuation Department, spent the week-end of April 20 with his sister, Mrs. F. W. Everett.

Hugh Coyle, Brakeman, Toledo Division, visited his relatives in Wellston, April 20.

## TOLEDO AND WALBRIDGE DIVISION

W. M. Wheatley, Associate Editor

## General Agent's Office Toledo, O.

Helen Mechaney, Correspondent

H. E. Thatcher, General Agent, had as his guest over Easter, his son, E. U. Thatcher, and family, of Canton, O.



Helen Mechaney

Georgia Yarick, Stenographer, Chesapeake and Ohio Office, entertained the members of her bridge club at her home on March 30.

Joseph Turner, Operator, and wife, visited relatives at Marion, O., Easter Sunday.

T. M. King, City Freight Agent, attended the dinner and meeting of the Toledo Transportation Club in the

club rooms at the Secor Hotel, April 1, at which sixty guests from Cleveland, Detroit, and Flint were present. Entertainment consisted of a comedy portraying the difficulties of an industrial traffic manager, a traveling freight agent, and an office boy.

J. D. Anderson, Commercial Agent, had as his house guest April 2 and 3, W. H. Markle, Traffic Manager, Diamond Crystal Salt Co., St. Clair, Mich., who attended the Great Lakes Regional Advisory Board meeting.

F. W. Ditman, Commercial Agent; Frank Belanger, Freight Traffic Agent, Detroit, Mich.; H. E. Thatcher, General Agent; J. D. Anderson, Commercial Agent; J. E. Horsman, Traveling Freight Agent; T. M. King, City Freight Agent, of the Hocking Valley Railway, and J. E. Black, Commercial Agent; T. V. Bush, Coal Traffic Agent, and J. R. Phillips, Traveling Coal Traffic Agent, of the Chesapeake and Ohio Railway, attended the meeting of the Great Lakes Regional Advisory Board at the Commodore Perry Hotel.

April 3. The final event of the board meeting was a trip around the Toledo Terminal Railroad as guests of A. B. Newell, President of the Belt Line.

F. W. Ditman, Commercial Agent, Detroit, Mich., and wife, motored to Toledo to visit relatives March 31.

Frank Belanger, Freight Traffic Agent, Detroit, Mich., and wife, visited relatives at Toledo April 7.

L. D. Tipton, Chief Clerk, attended the annual banquet and meeting of the Toledo Sunday School Athletic Association at the Central Y. M. C. A., April 16.

## Toledo Local Office

Lillian Doane, Correspondent

Mary Urban, Bill Clerk, entertained friends from Tiffin, O., on Easter Sunday.



Lillian Doane

L. G. Koehl, Paymaster, Columbus, was here on business March 21.

Clyde Rodda, Credit Clerk, has returned from his vacation, spent in Richmond, Va. While there, he attended several military ball games.

I. James, Freight Claim Agent, made this office a call on March 26.

Clement Meiring, Night Clerk,

went to Chicago, Saturday, March 23, and participated in the National Railway and the A. B. C. Tournament.

C. A. Michael, Correction Clerk, was absent from the office on April 1 to 3, on account of the death of his mother.

Lillian Doane, Correspondent, attended the exhibition game, April 14, between the Detroit Tigers and the Mud Hens.

Clarence Fuller, Infreight Clerk, was absent from the office on April 1, on account of sickness.

James W. Conroy, Chief Clerk, and Ray Lusher, Yard Clerk, attended the opening baseball game at Swayne Field, between the Saints and the Mud Hens.

Mrs. Rodda, wife of Clyde Rodda, Credit Clerk, has returned to her home in Walbridge, after an extended visit with relatives at Nelsonville, O.

Bernard Wiley, Messenger, has resigned his position to accept a different position at Yard C.

## Walbridge Agent's Office

Ivah Robinson, Correspondent

George A. Weber, Chief Clerk, and George P. Kiefer, Reclaim Clerk, attended the funeral of John Eberle, Engineer, Walbridge Yards, who died April 3.



Ivah Robinson

Kenneth Barnard, Bill Clerk, and family, motored to Green Springs, O., the week-end of April 6, and visited relatives.

George P. Kiefer, Reclaim Clerk, and wife, entertained their club April 5.

Edward Draudt, Car Tracer, was a visitor in this office during April.

Maurice Kurtzthalz, Traveling Tariff In-

spector, was a visitor in this office during April, checking tariffs.

Robert Healy, Timekeeper in Supervisor's Office, and family, visited relatives at Cheshire, O., during April. Mr. Healy also attended the Younger Men's Conference, held at Huntington, W. Va., April 18 and 19.

F. A. Dirnberg, Supervisor, attended the Safety Meeting held at Indianapolis, Ind., during April.

## Yard Department

W. H. Black, Correspondent

Fred Worman, Yard Conductor, and wife, spent March 16 and 17 visiting friends and relatives at Fostoria, O.



W. H. Black

Alton Baker, Yard Clerk, has moved his family from Perry Street to Union Street, Walbridge, O.

Edward Miller, son of Yardmaster, departed on March 23 for a few days' visit in Chicago, Ill.

Glenna May Koch, sister of Frederick and Raymond Koch, Yard Clerks, won

first honors in the Oratorical Contest of the grammar schools of northeast section of Wood County.

Harold Baker, Caller, spent March 23 visiting in Logan, O.

Mary Leonard, Stenographer to Terminal Trainmaster, was absent in the morning of March 22, on account of attending a funeral.

Paul and Charles Lucas, nephews of M. D. Garrett, Yard Conductor, spent their Easter in Columbus, O.

Gale Higgins, son of Yard Brakeman, spent the week of March 31 visiting friends in Columbus, O.

Quite a number of our Hocking Valley family and their wives were present at the Safety Rally held in the auditorium of the Chamber of Commerce on March 21. The principal speaker, Gerard Barnum, Secretary-Manager of the St. Louis Safety Council, stressed the importance of correcting dangerous safety hazards before accidents happened. The New York Central Orchestra played for dancing, which followed.

Teachers and parents of Walbridge, O., have organized a Teacher-Parent Club. P. A. Gibbons, Yard Conductor, was elected president; Mrs. Vern Rugg, wife of Assistant Yardmaster, was elected recording secretary; Mrs. Charles Sigler, wife of Repair Track Foreman, was elected financial secretary.

W. H. Black, Chief Yard Clerk, and son, Gerald, spent Sunday, April 14, along Crane Creek, and in spite of the strong and cold wind, caught a nice string of fish.

Harold Baker, Caller, spent April 12 visiting friends in Logan, O.

M. E. Newman, Operator, visited his parents, in Nelsonville, O., on April 12.

Virgel Walters, Yard Brakeman, entertained his mother and brother from Cincinnati, O., over Easter.

E. W. Auxter, father-in-law of Carl Jackson, Yard Brakeman, died at the home, 1919 Starr Avenue, on March 29. Burial was in Oak Harbor, O. The Odd Fellow's Lodge had charge of the services.

Joe Bartlett, Yardmaster, was on the sick list on April 3.

Richard Wiley, Yard Clerk, spent Sunday, April 17, visiting relatives in Columbus, O. Beryl Christiansen and Harold Baker,

Callers, were guests at a house party at the home of Helen Bulichi, 1765 Buckingham Street.

Alton Baker, Yard Clerk, and family, and sister, Mildred Baker, enjoyed a delightful auto trip through West Virginia and Virginia the first week of April. They stopped and viewed many points of interest *en route*, such as The Hawk's Nest, Lover's Leap, and The Greenbrier Hotel, at White Sulphur Springs, W. Va.

James Carvin, Yard Brakeman, was shocked by lightning on Thursday night, April 11, while working on the hump at Walbridge. Though rendered unconscious, it was found after examination at Toledo Hospital that his condition was not serious. The oddity is that his hair has turned to gray.

Gordon Miller, Yardmaster, attended the funeral of M. J. Eberle, Yard Engineer, on April 3.

George Ulrich, Yard Conductor, and J. Penney, Yard Brakeman, were visitors in New Orleans during the Mardi Gras.

Mrs. Alton Baker, wife of Yard Clerk, entertained her Sunday School class at her home on Union Street, on April 15.

Paul Werner, Chief Clerk to Terminal Trainmaster, and wife, visited friends in Detroit on April 13 and 14.

W. H. Black, Chief Yard Clerk, and children, entertained Mr. and Mrs. Howard Barris and daughter, of 1517 Vinal Street, at a fish supper on Monday evening, April 15.

The home of Joe Bartlett, Yardmaster, which was cast in gloom recently on account of the loss of their pet police dog, again is cheerful, as the dog has been found.

Georgette Walton, daughter of Mrs. W. F. Fluhart, wife of Yard Conductor, was united in marriage on March 22 to Glen Jones, of 874 Forsythe Street, at the home of the bride, 414 Raymer Boulevard.

Louis Bartlett, Caller, is chairman of arrangements of the Quill and Dagger Boys' Literary Society of Waite High School, when it gives its annual Windmill Whirl in the gymnasium of the school on Saturday evening, April 20.

The East Toledo Council of Parent-Teacher Associations has appointed C. A. Pankrantz, Assistant Yardmaster, on the auditing committee, to meet with the board of directors.

Fred and Raymond Koch, Yard Clerks, are enthusiastic antique collectors.

Wilfred Matheny, Night Yardmaster, visited his grandmother in Nelsonville, O., a few days during the second week of April.

## Walbridge Shop

M. Metzger, Correspondent

N. S. Knight, Car Inspector, and family, were Columbus, O., visitors on March 21 and 22.



M. Metzger

Clarence Courter, Car Inspector, and wife, are planning to visit relatives in Newport News, Va.

F. L. Weber, Roundhouse Foreman, and wife, were called to Columbus on March 30, on account of the death of Mrs. Weber's aunt.

J. G. Chapman, Car Repairman, was called to Logan, O., on April 1,

on account of the illness

Kenneth Isbell, Clerk, was a Detroit, Mich., visitor on April 1.

Arnold Isbell, Shop Laborer, attended the Younger Men's Conference at Huntington, W. Va., on April 18 and 19.

W. C. Kerns, Car Repairman, accompanied by his wife and son, Kenneth, visited friends and relatives in Spartanburg, S. C.

Mrs. J. B. Humphrey, wife of Car Inspector, and son, Charles, of Logan, O., were Walbridge visitors during April.

J. E. McCrone, Car Repairman, was transferred back to Logan, O., on March 26.

Mrs. Dan Lemon, wife of Car Repairman, was a Logan, O., visitor during April.

Guy Shultz, Car Repairman, has been granted a thirty-days' leave of absence, during which he will visit his former home, Logan, O.

Mrs. K. B. Stubbins, wife of Night Roundhouse Foreman, was a Columbus, O., visitor on April 9.

Sam Hill, Shop Laborer, was called to Logan, O., on April 18, on account of the illness of his wife.

Cale Wright, Shop Laborer, resigned on April 12, to accept another position.

Toledo opened the baseball season on April 16, the following employees from this department attending the game, which was very interesting: N. S. Knight, Car Inspector; D. F. Dartt, Car Repairman; H. Richert, Car Repairman, and Ben Thornton, Air Brake Foreman.

John Sparks, Car Repairman, and wife, are making a month's visit to their former home, at Portsmouth, O.

I. Weaver, Car Inspector, and family, were Cleveland, O., visitors on April 6 and 7.

At a meeting of the Health and Recreation Association held on April 1 for election of officers for the coming year, Henry Richert, Car Repairman, was chosen to represent the Car Department; J. E. LeDuc, Storekeeper, to represent the Stores Department, and Carl King, Engineer, to represent the Enginemen.

Roscoe Isbell, Car Repairman, and wife, are planning to attend the annual commencement exercises of Olivet College and annual camp meeting of Church of Nazarene at Olivet, Ill., on May 23.

J. W. Stewart, Inspector, of Columbus, was a Walbridge, O., visitor recently on business.

Mrs. Harley Hoover, wife of Assistant Road Foreman, visited friends in Toledo for a few days.

H. C. Isbell, Clerk, and wife, recently returned from a short visit in Pomeroy, O.

Thomas Archbold, Machinist, visited his mother for a few days in Youngstown, O.

L. Y. Gossett, Machinist, has returned to work after visiting his mother in Nashville, Tenn.

Mrs. L. Reasoner, wife of Electrician, recently visited her parents in Logan, O.

Richard Call, Supplyman, attended the Younger Men's Conference at Huntington, W. Va., on April 17 and 18.

Lester Isbell, Hostler, recently spent a day fishing in Tusang River, but reported no luck.

Roy Davis, Pipefitter, recently spent a few days' visiting friends in Saginaw and Detroit, Mich.

J. Skahill, Assistant Road Foreman of Engines, recently returned to duty after undergoing an operation at Grant Hospital in Columbus.

Raymond Clark, Hostler Helper, is spending a few days' visiting friends and relatives in Nelsonville, O.

Stephen Ward, Engine Preparer, was a recent Nelsonville, O., visitor.

David O. Kaser, Stores Helper, and a

party of friends, motored to Monroe, Mich., on April 10.

Ned P. Wiley, Stores Helper, visited relatives and friends in Columbus, O., on April 14.

J. C. Anthony, Stores Helper, and wife, visited relatives in Edgewater, O., on April 14.

P. H. Quirk, Stores Helper, visited friends at North Baltimore, O., on April 16.

## FOSTORIA AND TOLEDO DIVISION

J. C. Harriman, Associate Editor

Nelson Hunt, extra Section Gang, was moved to Fostoria April 6.



J. C. Harriman

Harry Fillhart, Joint Messenger, visited his sister in Detroit the forepart of April.

A. F. Plantz, Cashier, is the proud possessor of an electric radio.

G. E. Gilliland, of DeLand, Florida, is a new recruit to the Hocking Valley Office Force, and will help in the Health and Recreation work this summer.

Minstrel Ambassadors, given under the auspices of the Exchange Club at Fostoria High School Auditorium, April 9 to 11, had several Hocking Valley people taking part. They were: Ada and Ruth Dowell, daughters of J. L. Dowell, Engineer; Janet Kuhn, daughter of W. D. Kuhn, Report Clerk; Helen Hitchcock, daughter of C. B. Hitchcock, Interchange Clerk; Elizabeth Harriman, daughter of Agent. The show was well patronized and cleared about five hundred dollars for the Playground Fund.

Virginia and Janet Kuhn, daughters of W. D. Kuhn, Report Clerk, broadcast a program of violin and piano music from Station WSPD, in Toledo, the afternoon of March 26.

James Spangler, Extra Switchman, has purchased a new car.

Lena McGuire spent the month of April in Columbus, on account of the serious condition of her brother, Harry McGuire, who is a druggist in that city.

## Fostoria, O.

Lena McGuire, Correspondent

Gail Fillhart, son of Mr. and Mrs. J. S. Fillhart, veteran Section Foreman, and wife, left for Montana March 15. He will be gone all of the year and probably make that his future home.

Bid Kuhn's Orchestra is playing at Volemers Park.

Carl C. Johnson, Fireman, has signed up as pitcher with the first baseball team at Fostoria.

In order to advance the work of ballasting new second track from Longley to LeMoyné, C. E. McThen, General Foreman in Walbridge Yards, was made

General Foreman of all forces working on new second track.

Gail Lanker, Laborer on Section 10, at Carey, O., was made Tie Tamper Operator on District No. 1, April 15.

The state D. A. R. convention held their Triennial Convention at Toledo March 26 to 30. Mrs. J. C. Harriman was a delegate and her sister, Mrs. A. C. Messenger, of Xenia, was elected State Vice-Regent.

Ray Evans, Motor Car Operator, was appointed assistant Extra Gang Foreman on Hunt's Extra Gang, at Fostoria, O., April 15.

R. Milner, Assistant Cost Engineer, was a business visitor to Fostoria April 18.

Joe Cochran, Bill Pratt, and Jean Stafford of the Engineering Department, were working in Fostoria April 17.

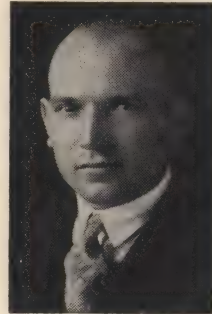
William Shannon, Safety Inspector, was a Fostoria visitor April 18.

E. C. Snouffer, Supervisor, and wife, were guests Sunday, April 14, of T. K. Johnson, Supervisor's Clerk, and wife, in Union Court.

## Marion, O.

John J. Zuck, Correspondent

Roy Leonard, Fireman, and wife, enjoyed a visit to relatives in New Haven, Conn., during the latter part of March.



John J. Zuck

Columbus C. Gilmore, Trucker at Marion Local Freight Office, returned to duty April 16, after being off several weeks.

L. E. Nebergall, Ticket Agent at Marion Union Station, was in Detroit, Mich., March 22, attending a District Passenger Agents' meeting.

Frank Gabriel, first trick Baggage-master at Marion Union Station, was off duty several days during the latter part of March, on account of illness.

Mrs. Cortez E. Sargent, wife of Agent at Marion, was in Tiffin, O., April 11, attending the funeral of a relative.

Roy D. Reddick, Clerk at Marion Local Freight Office, was off duty April 11, on account of illness.

Ora DeWeis, Warehouseman at Marion Freight House, resigned his position the first of April, to become the night clerk at the Marion Police Station. Mr. DeWeis had been employed at the Marion Freight Office for the past several years, and recently received the appointment on the Marion police force by the civil service commission.

Mr. and Mrs. John L. Southard and sons, Jack and Jemie, were visitors in Columbus on several occasions during April. Mr. Southard and family recently moved to Marion from Columbus, where he was employed in the Engineering Department prior to being appointed Assistant Cost Engineer and located at Marion.

Mr. and Mrs. John J. Zuck were in New York City several days the first part of April, where Mr. Zuck attended the semi-annual meeting of the Eastern Regional Association of General Chairmen of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, held on April 6 and 7.

## Carey, O.

E. C. Walker, Correspondent

Norman Gamel and David Kear, Laborers, Section 11, have each purchased new automobiles.

Mrs. David Trachsel, wife of Foreman, Section 11, visited her mother, who was quite ill, several weeks in April, at Forest, O.

David Trachsel, Foreman; Joseph Essex and Clarence Gamel, Laborers, attended a District Meeting of Encampment of the I. O. O. F. Lodge at Forest, O., Monday evening, March 16.

Mrs. Raymond Jacobs and daughter, of Detroit, Mich., spent several days in April with her parents, Mr. and Mrs. Joseph Essex.

W. A. Buckley, Section Foreman, and family, spent Sunday, April 14, with friends in Prospect, O.



Fostoria, O., Freight Station Force, 1908: Top, left to right, C. W. Atwell, Blaine Youse, Bess Wiseman, F. E. Hutchins, V. H. Palmer; Bottom, Vilas Newcomb, W. R. Hazel, Harry Brant, C. B. Hitchcock and Dale Garner



Lena McGuire

Longley to LeMoyné, C. E. McThen, General Foreman in Walbridge Yards, was made

M. S. Brooks, Extra Operator, visited his home, in Ferges, Ont., Canada, March 22 to 26.

Mrs. M. P. Fox, wife of Operator, was a Columbus, O., visitor April 9 and 10.

F. A. Galbroner, Acting Agent, attended the meeting of the Great Lakes Regional Advisory Board, held at the Commodore Perry Hotel, at Toledo, O., April 3.

Ralph C. Pahl, Clerk, wife and daughter, Virginia, were Toledo visitors April 21.

Gail Lanker, Laborer, Section 10, has taken charge of an air compressor for a tie-tamping machine for E. C. Snouffer, Supervisor.

Chester Barr, Laborer, Section 10, visited friends in Upper Sandusky, O., April 12.

Mrs. Homer Jacobs, wife of Laborer, visited friends in Marion, O., a week in April.

## Upper Sandusky, O.

W. L. Stief, Correspondent

H. L. Faddis, Ticket Clerk, and wife, were called to Canton, O., March 23 and 24, on account of the death of Mrs. Faddis' brother, Ellis O. Gerber.

Mrs. A. S. Trautwein, wife of Fence Foreman, visited in Columbus March 24.

Harry Harbry, Section Foreman, visited in Toledo, O., March 24.

Harry L. Faddis, Ticket Clerk, and C. F. Halbedel, Operator, are the proud owners of new cars.

W. W. Winterhalder, Agent, attended the Great Lakes Regional Advisory Board Meeting at the Commodore Perry Hotel, Toledo, O., April 3.

A. S. Trautwein, Fence Foreman, and wife, attended the funeral of A. M. Smoot, Carpenter Foreman, at Lancaster, O., April 6.

F. H. Walton, Cashier, wife and children, visited in Columbus, O., April 7.

H. O. Mueller, Operator, was off duty April 9 to 11, on account of sickness. C. J. Shirley, of Prospect, served as Relief Operator.

Robert Bauer, of Columbus, son of W. E. Bauer, Pipefitter, visited the week-end of April 13 at his home here.

W. L. Stief, Clerk, and wife, visited in Columbus April 14.

Mrs. C. F. Halbedel, wife of Operator, spent April 16 in Columbus, O.

Mrs. Harley Kuhn, wife of Signalman, entertained the Sunday School class of which she is teacher at her home here April 18.

## Delaware, O.

H. H. Pierce, Correspondent

Fred Ufferman, Section Foreman, spent the week-end of March 23 with his son, Thurman, and brother, Charles, in Detroit, Mich.

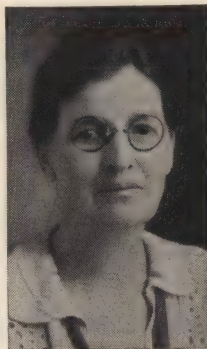
J. M. Cryder, first trick Operator, Big Four Crossing, was off duty March 7 and 8, on account of the death of his father-in-law, Patrick Tierney.

Mrs. A. A. Hall, wife of second trick Operator, Big Four Crossing, spent Easter Sunday with her sister in Detroit, Mich.

## GENERAL OFFICES COLUMBUS, O.

Hattie E. Seymour, Associate Editor

June Hyatt, the six-year-old daughter of N. A. Hyatt, Assistant City Ticket Agent,



Hattie E. Seymour

played very acceptably the part of a boy in one of the scenes in the revue given by her teacher, Marie Sands, at the Hartman Theater, May 26. She also acquitted herself in special dancing. While she shows remarkable grace and artistry in her toe dancing, the veil dance perhaps best displays her ability. June has assisted Miss Sands in previous revues.

W. H. Hartsough, Jr., Chief Clerk, and Mrs. Hartsough, and L. G. Koehl, Paymaster, and Mrs. Koehl, were honor guests at the All-Interlocutors banquet, annual dinner of speaking classes of the Y. M. C. A. Evening College of Arts, Commerce and Engineering, at The Barn, Friday evening, April 19. Mr. Hartsough is president, and Mr. Koehl is secretary of the Cosmos Club, an organization formed of alumni of Y speaking classes.

The Passenger Department is indebted to Charles Gotterdam, retired Baggage man, for information which resulted in securing valuable patronage for our Columbus-Chicago line. This thoughtfulness on the part of Mr. Gotterdam is sincerely appreciated.

The Freight Department, likewise, commends E. C. Summers, Check Clerk of the Local Freight Office, for securing certain shipments which heretofore have been moving against us. H. Q. Wasson, General Freight Agent, is proud of Mr. Summers' interest in the welfare of the Hocking Valley.

## Office of Superintendent

Ann Murphy Randall, Correspondent

Hattie E. Seymour, Associate Editor, returned April 14 from a vacation as the guest of W. H. Fisher, General Passenger Agent, and Assistant Editor, and wife, at their winter home, in Tampa, Fla.

Dorothy Christian, Stenographer, bowled in the Women's National Bowling Tournament, held at Buffalo, April 25 to May 11. The other members on her team were Angelina and Mary Ragusa, Ruth Hookers and Ursula Brady, all Hocking Valley girls. Dorothy also attended the Recreation Banquet at Logan April 3.

W. W. Houston, Superintendent, and wife, returned from a five-weeks' vacation in Los Angeles, San Diego and Long Beach, Cal. While at Long Beach, they were the guests of Mrs. Houston's mother, Mrs. J. F. Stough, who is a temporary resident of California. Upon her return from the West, Mrs. Houston spent the week of April 15 as the guest of Mrs. J. M. Hood, wife of General Superin-

tendent, Akron, Canton and Youngstown Railway, at Akron, and was complimented with a number of bridge luncheons and teas in her honor.

Adam E. Kline, retired General Yardmaster, Toledo, motored to Columbus and visited at the General Offices April 22.



Ann Murphy Randall

R. D. Sullivan, General Yardmaster; J. W. Pickett, Engineer, of Columbus, and C. A. Pankratz, Yardmaster, Toledo, attended the annual meeting of the Safety Section, American Railway Association, held in Indianapolis, Ind., April 23 to 25.

John S. Carothers, Yard Brake man, Columbus, was called to Phoenix, Ariz., early in April, on account of the death of his son-in-law.

The annual meeting of the Great Lakes Regional Advisory Board was held at the Commodore Perry Hotel, Toledo, April 3, with the banquet of the Toledo Transportation Club at the same hotel the evening of the same date. The following Toledo Division Agents were invited to attend: R. F. Pierce, Toledo; C. E. Sargent, Marion; W. W. Winterhalder, Upper Sandusky; J. C. Harriman, Fostoria, and F. A. Galbroner, Acting Agent, Carey, together with F. I. Stump, Terminal Trainmaster, Walbridge.

The Ohio Valley Shippers' Advisory Board held their twenty-first regular meeting in the ballroom of the Deshler-Wallick Hotel, Columbus, O., April 9. The evening of the same date, complimentary to the Advisory Board Meeting, the Columbus Transportation Club held their third annual dinner at the same hotel, with the following Agents invited: H. H. Pierce, Delaware; N. F. Soles, South Columbus; P. T. Lannan, Columbus; E. G. Whiteman, Valley Crossing; C. G. Amendt, Lancaster; C. W. Schwenke, Logan; C. A. Stover, Nelsonville; J. H. Gross, Athens; F. W. Everett, Wellston; W. E. Patterson, Jackson; W. D. Kelton, Gallipolis, and J. T. Mees, Pomeroy.

## Engineering Department

Helen C. Fenlon, Correspondent

The annual Spring Inspection of roadway buildings and switches has been completed on the Hocking and River Divisions and inspection on the Toledo Division began April 29. The Committee reported conditions on the south end to be excellent.



Helen C. Fenlon

G. W. Cammarn, who was elected President of the Younger Men's Conference last year, attended the Conference held April 18 to 20 at the Prichard Hotel, Huntington, W. Va.

M. J. Whalen, Draftsman, has been appointed Chairman of Recreation Ball for the coming season.

Several from this department were guests

of the Logan Health and Recreation Department when they entertained with their annual banquet and dance at the Knights of Pythias Hall, on Wednesday, April 3.

Arthur Hune, formerly timekeeper in Engineering Accountant's Office, has been transferred to position of Timekeeper on Williams' Extra Gang, now located at Harpster.

Arthur F. Walt and Beryl Foreman, Clerks, attended the national convention of their fraternity, Beta Phi Sigma, held in Cleveland, April 20 and 21.

The Hocking Valley Maintenance Department used the Sperry detector car on an extension of the Chesapeake and Ohio lease for three days, April 6 to 8, testing 130-lb. rail purchased during 1927 and 1928. The results checked by the detector car were very satisfactory, in that one or two extreme fissures were found and eliminated.

Hershel Booth, formerly with the Norfolk and Western Railway at Bannock, O., and Thomas T. Clifford, formerly with the Lancaster Tire and Rubber Company, are the newly-appointed Assistant Timekeepers in the Office of Engineering Accountant.

Herman R. Isaly, Clerk, and wife, spent the week-end of April 6 in Upper Sandusky, O.

E. M. Rennick, Supervisor's Clerk at Logan, has been transferred to position of Rodman, located at Delaware, O.

R. E. Granville, Instrumentman, and wife, made a short visit to Saginaw, Mich.

J. Paul Leach, Clerk in Engineering Accountant's Office, now is located in Logan, O., as Clerk to Supervisors Quinn and Ward.

Robert Healy, Timekeeper under F. A. Dirnberg, Walbridge, was a delegate to the Younger Men's Conference held in Huntington, W. Va., April 18 to 20.

The new interlocking plant at Valley Crossing was placed in service on April 4.

Mrs. J. E. Cooper, wife of Signal Draftsman, and children, Donald and Shirley, have gone to Rochester, N. Y., for an indefinite stay.

C. H. Ward and F. A. Dirnberg, Supervisors, and Samuel Harmon, Section Foreman, from the Maintenance of Way Department, attended the American Railway Association meeting at Indianapolis, Ind., April 23 to 25, inclusive.

Helen C. Fenlon, Correspondent, has returned from Buffalo, N. Y., where she attended the Twelfth Annual Tournament of the Women's International Bowling Congress.

C. A. Taylor, Superintendent of Telegraph and Signals, Richmond, was a business visitor in this office.

Oscar Roth, former Clerk on Chesapeake and Hocking, has been appointed Timekeeper on Extra Gang, at Parsons Terminal.

A. J. Patterson, Supervisor of Signals, made a business trip to Pittsburgh.

## Valuation Department

Messrs. Warner, McNamara and Foreman, spent the week of April 15 in Logan, O., and branches, making an inventory of side tracks.

Nathan McCoy, Clerk, and wife, spent a few days in Chicago and St. Louis.

W. E. Evans, Land Appraiser, wife and child, made a motor trip to Mechanicsburg, and enjoyed the beautiful scenery along the unimproved roads in that vicinity.

J. Ralph Forrey, Clerk, and wife, attended the funeral of an uncle in Springfield, O.

## Real Estate and Tax Department

R. P. Eubank, General Real Estate Agent, Richmond, was a business visitor in this office on April 17.

R. E. Voll, Chief Clerk, and wife, had as

their guest the week-end of April 20, Mrs. Walter Austin, of Cleveland, O.

W. L. Mattoon, Real Estate and Tax Agent, spent April 19 in Toledo on Company business.

Chester Davis, Assistant Engineer, and wife, spent the week-end of April 13 in Trimble, Athens County, O.

The week of April 15, Hilda Wittenmier, Stenographer, entertained her sister from Chicago.

## Office of Superintendent of Motive Power

Blanche Shriner, Correspondent

W. R. Brown, Chief Accountant, was a business caller at the Logan Shops April 17.



Blanche Shriner

Lucille Parcher, Stenographer, motored to Toledo, and spent the week-end of April 13 visiting friends.

C. C. Keller, Statistical Clerk, was a business visitor in Logan the week of March 25, and in Toledo and Walbridge the week of April 8.

Mrs. LeRoy J. Larason, of Badgley, Minn., was a guest at the home of her parents, Mr. and Mrs. M. A.

Kinney, Superintendent of Motive Power, during the week of April 16.

T. M. Robinson, Chief Draftsman, spent Monday, April 8, in Walbridge, on business.

Harriett Kane, Clerk, was a guest at a farewell party given at the home of Erna Puetz, in honor of Thelma Rush, who is leaving for Cincinnati.

H. J. Spohn, Clerk, and wife, motored to Bremen April 6, and spent the week-end with relatives.

Betty Howard Fogel substituted as Mail Clerk during the week of April 8 in place of Bernice Dutt, who met with an auto accident on the evening of April 6, near Zanesville, O.

W. E. Procter, Draftsman, was a business caller in Logan April 11; his wife accompanied him and spent the day visiting friends.

A. Ziebold, General Car Inspector, attended the banquet given by the Health and Recreation Association in Logan, on the evening of April 3.

Lucille Parcher, Stenographer, was a guest at a formal dinner dance at the Columbus Country Club, given by the Phi Sigma Kappa Fraternity, on April 6.

K. Kuehner, Wheel Inspector, spent April 5 in Fort Wayne, Ind., at the Brass Foundry and Machinery Company.

Harriett Kane, Clerk, attended the meeting of her bridge club on April 1 at the home of Helen Leppich, on Wilson Avenue, and on April 15, at the home of Kathleen Armstrong, on Fourteenth Avenue.

M. A. Kinney, Superintendent of Motive Power, was in Huntington, W. Va., April 10 and 11, attending the meeting of the Younger Men's Conference.

E. C. Dunnick, Chief Clerk, motored to Mansfield Sunday, April 7, and spent the day with relatives.

## Office of Superintendent of Freight Transportation

Helen M. Fitzpatrick, Correspondent

Raymond O'Brien, Record Clerk, is a new member of the office force.

Mrs. Anna M. Doyle, Per Diem Clerk, returned April 1, after several weeks' absence due to illness.



Helen M. Fitzpatrick

Thomas Rooney, Record Clerk, is a new member of the office force.

Eileen Considine, Record Clerk, was away on three days' vacation during April.

E. R. Williams, Lost Car Agent, reports a very pleasant vacation in Phoenix, Ariz., where he spent two weeks visiting his daughter, Helen Williams.

Maude Davis, Historical Record Clerk, visited her sister, Mrs. O. H. Kuhn, of Harbor Hills, O., over the week-end of April 20.

Thomas Rooney, Record Clerk, attended the Younger Men's Conference held in Huntington, W. Va., April 18 to 20.

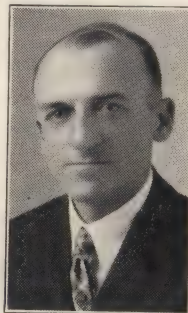
William Grossman, Record Clerk, and wife, spent the week-end of April 20 visiting Mrs. Grossman's parents, in Jacksonville, O.

Marie Woodworth, Stenographer, was away on three days' vacation during April.

## Accounting Department

W. D. Bower, Correspondent

Mrs. C. S. Tedrow, of Nelsonville, enjoyed a visit of several days at the home of her brother, R. C. McManigal, Interline Clerk, and family, the latter part of April.



W. D. Bower

Gertrude A. Lepport, Interline Clerk, was absent several days the first part of April, on account of illness.

Mrs. McGee and daughters, Irene and Laura, mother and sisters of Ida McGee, Stenographer, with whom

they remained all winter, returned to their home, at Bloomingburg, the first part of April.

Jessie Cameron, Clerk in the Interline Department, attended the dance sponsored by the Health and Recreation Department at Logan April 3.

R. C. McManigal, Interline Clerk, was away from his desk several days the first part of April, due to illness.

Basil L. Halterman, Interline Clerk, and family, motored to Jackson March 30, and spent the week-end with parents and friends, returning April 1.

Basil L. Halterman, Interline Clerk, and family, had as their guests the first week of April, James H. Jones, Salesman for Marble Cliff Quarries Company, wife and two sons, of Athens, O.

Ralph McCoy, Assistant to the Voucher Clerk, reports the loss of his automobile, which was stolen from its parking place the morning of April 20.

Mrs. Cooperider, mother of Richard Cooperider, Equipment, Etc., Clerk, returned April 21, after a two-weeks' visit with her daughter, Mrs. R. E. Carey, in Akron. Mrs. Cooperider went to Akron April 7, accom-

panying her little granddaughter, Betty June, who was returning home, after a visit in Columbus.

D. C. Miller, Rate Clerk, and wife, spent Easter in Monroe, Mich., with their daughter, Mrs. Olin Reigle and family.



Paul Moore

Tom Knight and Paul Moore, Interline Clerks, are promoting dances this Spring and Summer at Smith's Pavilion every Tuesday and Friday, beginning May 7. The orchestra, composed of ten pieces, is under the direction of Mr. Knight, while Mr. Moore, whose picture appears herewith, has general supervision.

The General Office Bowling League No. 1 honors for high individual roll, week ended April 16, went to Wm. Miller, Foreman Overhead Billing Bureau, three games, 612, and L. O. Cole, Rate Clerk, three games, 574.

Mrs. B. F. Nudd, wife of B. F. Nudd, Chief Clerk Freight Rates, and their children, Harold and Jane, spent Easter in Cleveland, as the guests of her sister, Mrs. J. C. Racer. Mr. Nudd was the guest of his sister, Mrs. O. H. Gilmore.

Wm. Miller, Walter Burke, and C. S. Perrin, Overhead Billing Clerks, were absent from the office several days in April, on account of sickness.

Mrs. F. S. Rowe, of Fostoria, spent the week of April 1 with Inez Messerly, Comptometer Operator, and her mother, Mrs. Alice Messerly.

Among those who attended the Health and Recreation Department Dance, given at the Knights of Pythias Hall the evening of April 18, were the following Accounting Department employees: Walter Burke and Clarence Daugherty, Overhead Billing Clerks; Inez Messerly and Emma Furniss, Comptometer Operators; Gussie Irwin, Stenographer; Lucile Irwin, Ticket Clerk; H. W. Thrall, Chairman of the General Committee, and R. J. Swingly, Clerks in the Comptroller's Office; S. A. White, Chief Clerk to the Auditor of Disbursements; Frank Miller, Chief Clerk Freight Statistics; S. M. Wells, Chief Clerk to the Auditor of Receipts, and Paul Moore, Interline Clerk.

## General Freight Department

K. S. Price, Correspondent

Wm. Wesley, Correspondence Clerk, and K. S. Price, Correspondent, and families, drove to Cincinnati Sunday, March 24, returning home by the way of Hillsboro and the famous scenic Paint Creek Valley.



K. S. Price

B. H. Pyers, Chief of the Tariff Bureau, was in Chicago, attending a meeting of the Central Freight Association, March 27.

J. H. Dooley, Commercial Agent, was in New York and Philadelphia Company business.

Mrs. E. A. Lowry, Stenographer, entertained her sister, Mrs. Daniel Butler, of Dresden, O., the week of April 8.

W. D. Kelton, Agent, Gallipolis, visited the Traffic Department while attending a meeting of the Ohio Valley Advisory Board, in Columbus, April 9.

K. S. Price, Correspondent, family and mother, visited his sister, Mrs. R. A. Vorhees, Hebron, O., the week-end of April 13.

Marvin Smith, Reconsigning Clerk, visited his grandparents, in Rushville, O., Easter Sunday.

Stanley Swaney, Traveling Freight Agent, and H. E. Rodenfels, General Agent, of the Chesapeake and Ohio Railway, attended the regular meeting of the Central Ohio Traffic Club at the Harding Hotel, Marion, O., April 11.

Mr. and Mrs. E. P. Dooley, parents of J. H. Dooley, Commercial Agent, visited their daughter, Mrs. R. W. Arms, of Evanston, Ill., during the Easter holidays.

C. O. West, Tariff Clerk, and wife, left for Detroit April 24, on their wedding trip.

L. W. Bromm, Industrial Agent, visited the General Freight Department April 10.

Ira W. Morris, Assistant General Freight Agent, left May 26 for a week's business trip, stopping at Memphis, Tenn.; Little Rock, Ark., and New Orleans, La.

B. H. Pyers, Chief of the Tariff Bureau, visited friends in Hillsboro, O., April 7.

J. H. Dooley, Commercial Agent, was one of the guest speakers at a meeting of the Jamestown Traffic Club, March 28, in Jamestown, N. Y.

Ira W. Morris, Assistant General Freight Agent, attended a testimonial dinner given by the Miami Valley Traffic Club at the

Miami Hotel, Dayton, O., April 23, the dinner being in honor of T. T. Webster, General Traffic Manager of the Mead Company, who was transferred to New York May 1.

Mabel Semon, Secretary to the General Freight Agent, visited relatives in Zanesville April 14.

W. A. Bickel, Chief Clerk; Edward Justice, Assistant Chief of Tariff Bureau; Wm. Wesley, Correspondence Clerk; K. S. Price, Correspondent, and their wives; Olive Kruse, Stenographer, and her brother, attended the Hocking Valley Recreation Department Dance at the Knights of Pythias Hall the evening of March 18.

The Columbus Transportation Club, of which Ira W. Morris, Assistant General Freight Agent, is president, held its annual election and Spring outing at the Arlington Country Club, Thursday, May 23. A golf tournament was held in the afternoon, and a dinner served at six-thirty. The balance of the evening was devoted to entertainment. W. A. Bickel, Chief Clerk in the General Freight Department, was on the Blue Ticket, running for secretary, and P. T. Lannan, Hocking Valley Local Agent, on the Red Ticket, for treasurer. The Middleport Community Club, of Middleport, O., entertained the Hocking Valley Railway officials with a banquet the evening of May 20. H. Q. Wasson, General Freight Agent; Ira W. Morris, Assistant General Freight Agent, and Stanley Swaney, Traveling Freight Agent, represented the Traffic Department.

Olive Kruse, Stenographer, was a member of one of the bowling teams representing our Company in the Ladies' Industrial Bowling Tournament, at Buffalo, N. Y., April 27.

## Weddings

(Continued from page 33)

20, in the parsonage of the Methodist Church, the ceremony being performed by the Rev. J. Paul Tyler. The bride and groom left on a bridal tour after receiving the congratulations of their friends. They will make their future home here.

## Columbus, O.

CHAPMAN-McCARTY: Eldon McCarty, Molder Apprentice, and Miss Lemma Chapman, were united in marriage Friday, April 5. Mr. McCarty is employed at Mound Street Shops, Columbus, O.

EGGER-DOYLE: The marriage of Miss Mary M., daughter of E. D. Egger, City Ticket Agent, Columbus, O., to Francis J. Doyle, a promising young dentist of this city, quietly was solemnized at Holy Name Church, on April 10. Following breakfast at the Delawanda, attended by a number of their close friends, Dr. and Mrs. Doyle left for a trip to Niagara Falls and the East.

They will return to their attractive home, which they have awaiting them on Hudson Street.

## Pomeroy, O.

SCHARF-McBRIDE: Frank McBride, Conductor, and Mrs. Anna Scharf, of Pomeroy, O., were united in marriage by the pastor of Holy Cross Church, Columbus, O., on April 2. Mr. and Mrs. McBride spent the month of April motoring through Ohio. They expect to leave in June for a trip abroad.

## Ashland Shops

(Continued from page 54)

the men and the departments. It was through their interest and efforts we attained the honors accorded us, and I am deeply appreciative, and to them should go the credit. "Co-Operation" gives results—where it exists there is "Safety".

We are proud of our 1928 record. It stands as a peer in railroad Safety effort. We are entering the second lap of 1929 with confidence and determination.

# SAFETY

## CHESAPEAKE AND OHIO

L. G. Bentley, General Safety Agent

Room 607, Richmond Trust Building

### June Meetings

A full attendance under all practical circumstances is required

Committee	Hour	Day of Week	Day of Month
(Under jurisdiction of G. A. Robinson, Safety Inspector)			
Newport News-Norfolk Terminal.....	9.00 am	Tuesday.....	4th
Newport News Station.....	2.00 pm	Tuesday.....	4th
Richmond Division.....	9.30 am	Wednesday.....	5th
Seventeenth Street Shops, Richmond.....	2.00 pm	Thursday.....	6th
Fulton Shops, Richmond.....	2.00 pm	Friday.....	7th
Clifton Forge Shops.....	10.00 am	Tuesday.....	11th
Clifton Forge Freight Station.....	4.00 pm	Tuesday.....	11th
Clifton Forge Division.....	11.15 am	Wednesday.....	12th
Sewell Valley Subdivision.....	10.45 am	Thursday.....	13th
Hinton Shops.....	9.00 am	Friday.....	14th
Hinton Division.....	10.00 am	Saturday.....	15th
(Under jurisdiction of W. H. Ganzert, Safety Inspector)			
Huntington Stores.....	1.00 pm	Tuesday.....	4th
Huntington Shops (Locomotive Department).....	9.00 am	Tuesday.....	4th
Huntington Shops (Car Department).....	10.30 am	Tuesday.....	4th
Huntington Roundhouse.....	1.15 pm	Wednesday.....	5th
Barboursville Reclamation Plant.....	8.30 am	Thursday.....	6th
Huntington Division.....	9.00 am	Saturday.....	8th
Logan Subdivision.....	1.00 pm	Tuesday.....	12th
Charleston Freight Station.....	1.00 pm	Wednesday.....	12th
Huntington Freight Station.....	4.00 pm	Thursday.....	13th
Handley Terminal and Shops.....	10.00 am	Saturday.....	15th
(Under jurisdiction of J. R. Dawson, Safety Inspector)			
Paintsville Freight Station.....	10.00 am	Monday.....	3rd
Russell Division.....	9.00 am	Tuesday.....	4th
Russell Shops.....	2.00 pm	Tuesday.....	4th
Lexington Freight Station.....	10.00 am	Wednesday.....	5th
Winchester Freight Station.....	9.00 am	Thursday.....	6th
Ashland Shops.....	9.00 am	Friday.....	7th
Ashland Freight Station.....	2.00 pm	Friday.....	7th
Ashland Division.....	9.00 am	Saturday.....	8th
Peru Shops.....	2.00 pm	Tuesday.....	11th
Chicago Division.....	9.00 am	Tuesday.....	11th
Chicago Terminal.....	9.00 am	Wednesday.....	12th
Stevens Shops.....	3.00 pm	Thursday.....	13th
Cincinnati Freight Station.....	9.00 am	Friday.....	14th
Covington Shops.....	1.30 pm	Friday.....	14th
Cincinnati Division.....	8.30 am	Saturday.....	15th
Pikeville Freight Station.....	1.45 pm	Tuesday.....	18th

### Newport News-Norfolk Terminal

L. C. Spengler, Superintendent, Chairman

P. H. Bray, Sec'y to Supt., Secretary  
 J. C. Baker, Jr., Gen'l Fore. Mdse. Piers  
 E. L. Carter, General Foreman Piers  
 J. C. Gray, General Foreman Coal Piers  
 C. C. Leake, Supervisor B. and B.  
 J. T. Seawell, Boatmaster  
 C. E. Stone, Storekeeper  
 L. P. Fore, Yard Fireman  
 G. R. Hutchinson, Yard Brakeman  
 L. R. Young, Yard Conductor

C. E. Alderson, Asst. to Superintendent  
 G. L. Bebout, Electrician Foreman  
 E. A. Cooke, Trainmaster  
 W. F. Johnston, Road Fore. of Eng.  
 F. A. Peterson, Grain Agent  
 G. R. Smith, Supervisor Track  
 W. G. Diggs, Trimming Foreman  
 P. R. Harris, Yard Engineer  
 R. W. Seward, Asst. Car Foreman  
 W. T. Shelton, Gang Foreman

Meeting held April 2, 1929

#### ABSENTEE

G. R. Hutchinson, Yard Brakeman. On account of sickness; represented by A. D. Morrison.

#### VISITORS

G. A. Robinson, Safety Inspector  
 P. B. Camack, Material Accountant  
 K. D. Morrison, Fireman

13. W. T. Shelton, Gang Foreman. Stronger guides installed on doors to Pier 6.

15. J. C. Gray, General Foreman Coal Piers. Life preservers furnished at Pier 9.

21. J. C. Baker, Jr., General Foreman Merchandise Piers. Iron cover over drain in walkway placed on level.

22. G. A. Robinson, Safety Inspector. Instructions issued to see that flagging equipment is furnished in future.

23. G. A. Robinson, Safety Inspector. Coal cleaned up on Classification Yard.

24. L. R. Young, Yard Conductor. Removed drawhead from between tracks on Classification Yard.

25. L. R. Young, Yard Conductor. Resurfaced track, railroad side, at Camp Hill Warehouses,

26. Inspection Committee. Middle rail High track, Pier 4, repaired.

28. Inspection Committee. Renewed boards in walkway, lower deck, south side Pier 9, Berth No. 2.

30. Inspection Committee. Replaced boards on platform, Trainmaster's Office.

31. Inspection Committee. Repainted numbers on switch stands, Classification Yard.

32. Inspection Committee. Repaired ladder leading to top of Yard Office, Classification Yard Hump.

33. Inspection Committee. Steps to Trainmen's Bunkhouse at Phoebe repaired.

34. Inspection Committee. Replaced covering to water valve outshore end of Pier 2.

36. Inspection Committee. Repairer hole in decking, south side, outshore end of Pier 3.

38. Inspection Committee. Hole in floor in small house between dumpers at Pier 9 repaired.

41. Inspection Committee. Practice of scattering slashbars around Ash Pit, Old Point Junction, discontinued.

45. Inspection Committee. Light over sidewalk, west end Passenger Shed, Pier 1, fastened securely.

### Newport News Station

J. C. Baker, Jr., General Foreman Merchandise Piers, Chairman

J. H. Selden, Foreman Piers 2, 3 and 4  
 O. H. Tribble, Foreman Pier 5  
 P. James, Depotmaster  
 W. M. Cluverius, Night Foreman Pier 6  
 F. Gregory, Clerk

M. C. Harrison, Secretary to General Foreman Merchandise Piers, Sec'y  
 C. E. Clarke, Foreman Pier 6  
 G. W. Saunders, Foreman Pier 8  
 J. W. Wheeler, Asst. Ch'f Cl'k Eastbound

Meeting held April 2, 1929

#### ALL MEMBERS PRESENT

#### VISITORS

G. A. Robinson, Safety Inspector  
 F. D. Broadus, Gang Foreman  
 J. R. Clements, Gang Foreman  
 C. C. Shepherd, Gang Foreman  
 E. Bryant, Laborer  
 A. Cotton, Laborer  
 S. C. Johnson, Laborer  
 C. Wheeler, Laborer

L. C. Spengler, Superintendent  
 W. T. Johnson, Gang Foreman  
 F. L. Eagle, Gang Foreman  
 Major Johnson, Laborer  
 George Allen, Laborer  
 A. Rennie, Laborer  
 B. Johnson, Laborer  
 L. Ross, Laborer

8. S. Birdsong, Laborer. New gang boards installed for loading barges.

9. Walter Eppes, Laborer. Bulletin issued directing that trucks be racked up after work is discontinued.

11. G. A. Robinson, Safety Inspector. Repaired trap door on north side of Pier 4, upstairs.

12. G. A. Robinson, Safety Inspector. Replaced boards in station trucks.

### Richmond Division

F. D. Beale, Superintendent, Chairman

E. D. Foster, Secretary R. R. Y. M. C. A.  
 G. A. Warthen, General Agent  
 C. C. Perkins, Road Foreman of Engines  
 E. L. Smith, Terminal Trainmaster  
 R. B. Hazlegrove, Conductor  
 W. M. Dunn, Claim Agent  
 E. E. Perdum, Section Foreman  
 T. I. Harlow, Signal Maintainer  
 J. W. Knapp, Supervisor Track  
 G. M. Seaton, Jr., Sec'y to Supt., Sec'y

T. H. Greene, Division Engineer  
 G. N. Larson, Road Fore. of Engines  
 P. D. White, Road Fore. of Engines  
 J. A. Woody, Yard Conductor  
 J. L. Jones, Engineer  
 E. T. Drinker, Yard Conductor  
 J. B. Adams, Carpenter Foreman  
 H. E. Johnson, Supervisor Signals  
 J. O. Herbert, Conductor

Meeting held April 3, 1929

#### ABSENTEES

F. D. Beale, Superintendent, Chairman. Attending conference in Washington; P. P. Crawford acted Chairman.  
 J. W. Knapp, Supervisor Track. Out of city on Company business; represented by H. S. Chandler.

#### VISITORS

G. A. Robinson, Safety Inspector  
 K. H. Smith, Yardmaster

68. G. A. Warthen, General Agent. Transfer Platform, Broad Street Freight Station, raised.

5. G. A. Robinson, Safety Inspector. Baggage truck at Hanover, Va., repaired.
17. R. B. Hazlegrove, Conductor. Moved rail and angle bars from beside switches at Scottsville and Warren.
18. S. H. Pulliam, Trainmaster. Cut limbs and brush at Ellerson.
21. Inspection Committee. Repaired platform at Oil House, across main line track.
22. Inspection Committee. Repaired floor in front of band saw in Carpenter Shop.
23. Inspection Committee. Platform back of Oil House repaired.
24. Inspection Committee. Walk in front of Ice House door repaired.
25. Inspection Committee. Rail, Shop track leading to Transfer Table, repaired.

## Seventeenth-Street Shops

E. R. Dowdy, Master Mechanic, Chairman

- |                              |                                      |
|------------------------------|--------------------------------------|
| W. J. Ahern, General Foreman | S. P. Lambert, Foreman Boiler Shop   |
| E. E. Bernard, Machinist     | H. A. Osborne, Boilermaker           |
| J. A. Beadles, Car Repairer  | W. S. Latham, Electrician            |
| A. J. Flynn, Secretary       | L. E. Franck, Gen. Foreman Car Dept. |
| J. G. Hilgen, Storekeeper    | Harry Wagner, Blacksmith             |
| P. W. Miller, Pipefitter     | J. V. Walls, Truck Repairer          |

Meeting held April 4, 1929

### ABSENTEE

E. R. Dowdy, Master Mechanic, Chairman. Out of city on Company business; W. J. Ahern acted Chairman.

### VISITOR

G. A. Robinson, Safety Inspector

9. G. A. Robinson, Safety Inspector. Grab irons installed on Miller's Mason Force camp cars, end doors.
10. J. A. Beadles, Car Repairer. Top on tool box on cab track repaired.
11. P. W. Miller, Pipefitter. Walkway to Brass Shed repaired.

## Fulton Shops

J. D. Davenport, Assistant Master Mechanic, Chairman

- |                               |                                       |
|-------------------------------|---------------------------------------|
| L. H. Wyland, General Foreman | J. H. Warren, Car Foreman             |
| A. L. Cavedo, Boiler Foreman  | S. J. Lambeth, Gang Foreman           |
| G. A. McTyre, Storekeeper     | L. M. Preddy, Blacksmith              |
| F. P. Armistead, Machinist    | M. G. Toney, Car Repairer             |
| C. B. Rock, Car Repairer      | M. B. Foster, Stenographer, Secretary |
| E. C. Bryant, Boilermaker     | A. M. Hall, Pipefitter                |

Meeting held April 5, 1929

### ALL MEMBERS PRESENT

### VISITOR

G. A. Robinson, Safety Inspector

19. Inspection Committee. Clamps applied to steam pipe in Car Repairers' Wash Room.
20. Inspection Committee. Repaired floor in Second Hand House and nailed down runway.
21. Inspection Committee. Step leading to bottom of coal bin nailed down.

## Clifton Forge Division

L. A. Grubbs, Superintendent, Chairman

- |   |                                       |
|---|---------------------------------------|
| S. A. Sales, Sec'y to Supt., Secretary  | E. D. Glenn, Assistant Superintendent |
| H. R. Thompson, Sec'y R. R. Y. M. C. A. | W. M. Curry, Trainmaster              |
| J. E. Hinebaugh, Road Fore. of Engines  | W. H. Eakin, Road Fore. of Engines    |
| J. W. Hayslett, Road Conductor          | R. E. Robinson, Road Fore. of Engines |
| W. W. Melton, Yard Conductor            | R. L. Glover, Road Engineer           |
| A. E. Wise, Road Conductor              | E. D. Layton, General Foreman         |
| J. F. Clarkson, Yard Brakeman           | I. E. Wiseman, Road Engineer          |
| E. Myers, Terminal Trans. Inspector     | C. C. Walton, General Yardmaster      |
| O. H. Zentmyer, Division Engineer       | W. F. Rippetoe, Supervisor B. and B.  |
| E. T. Garrison, Supervisor Signals      | R. H. Gibson, Supervisor Track        |
| L. E. Crance, Supervisor Track          | J. F. Painter, Supervisor Track       |
| E. G. Holesapple, Supervisor Track      | J. R. Thompson, Agent                 |
| F. W. Craft, Supervisor Water Supply    |                                       |

Meeting held April 10, 1929

### ABSENTEE

I. E. Wiseman, Road Engineer. Failed to receive notice of meeting; represented by W. J. Carter.

### VISITORS

- |                                     |   |
|-------------------------------------|---|
| F. A. Woodrum, Section Foreman      | Miss Violet Jackson, Pianist            |
| W. S. Woodrum, Carpenter            | W. A. Hutcherson, Asst. Supr. B. and B. |
| C. B. Reeser, Carpenter             | J. L. Sampson, Car Repairer Foreman     |
| F. W. Hutcherson, Ballast Inspector | Ed Womack, Conductor                    |
| G. A. Robinson, Safety Inspector    | William Dolan, Carpenter                |
| R. M. Burr, Carpenter Helper        | H. R. Vest, Section Foreman             |
| A. B. Brockman, Carpenter           | C. P. Waugh, Carpenter                  |
| O. T. Bennett, Section Foreman      | W. W. Rittenhouse, Carpenter            |
| C. S. Baker, Carpenter              | J. A. Trout, Carpenter                  |
| W. T. Hornbarger, Special Agent     | J. O. Johnson, Paint Foreman            |
| J. R. Cary, General Superintendent  | E. J. Gunter, Station Master            |
| J. H. Hutcherson, Visitor           | L. W. Shirey, Signal Maintainer         |
| E. J. Martin, Section Foreman       | J. M. Gibson, Section Foreman           |
| H. E. Brannan, Section Foreman      | J. K. Morris, Section Laborer           |

- |                                      |                                      |
|--------------------------------------|--------------------------------------|
| J. B. Downey, Carpenter Foreman      | J. R. Mathews, Section Foreman       |
| W. E. Harvey, Section Foreman        | Alex Carr, Section Foreman           |
| M. C. Crizer, Carpenter              | J. W. Gregory, Section Foreman       |
| D. F. Wright, Carpenter              | E. D. Tolley, Carpenter              |
| E. R. Clarke, Section Foreman        | L. M. Hayes, Carpenter               |
| L. H. Gunter, Carpenter              | J. H. Downey, Carpenter              |
| J. D. Loving, Carpenter              | H. S. Sams, Section Foreman          |
| C. E. Wallace, Section Foreman       | C. E. Ballard, Section Foreman       |
| C. D. Plymale, Section Foreman       | Remis Spence, Section Foreman        |
| W. D. Carter, Road Engineer          | L. H. Morgan, Painter                |
| C. R. Morgan, Painter                | K. W. Saunders, Painter              |
| L. B. Bradley, Carpenter             | C. G. Nicely, Carpenter              |
| C. L. Taylor, Road Engineer          | S. B. Gibson, Road Engineer          |
| M. B. Kern, Road Brakeman            | P. V. Cole, Road Conductor           |
| E. B. Landrum, Road Conductor        | S. G. Dillard, Road Fireman          |
| E. B. Lyle, Carpenter                | C. C. Taylor, Carpenter Helper       |
| H. E. Kirby, Assistant Cost Engineer | E. F. Houff, Assistant Cost Engineer |
| H. M. Bailey, Stencil Cutter         | J. Downey, Bridge Inspector          |
| C. L. Eakle, Carpenter Foreman       | R. C. Watkins, Asst. Cost Engineer   |
| R. Cobb, Road Engineer               | J. H. Burton, Road Conductor         |
| J. B. Miller, Road Conductor         | L. F. Dunn, Road Conductor           |
| C. P. Craft, Yard Brakeman           | W. T. Shultz, Yard Engineer          |
| T. S. Holland, Yard Conductor        | G. K. Johnson, Road Conductor        |
| E. G. Talley, Road Fireman           | H. J. Simmons, Road Brakeman         |
| T. S. Noffsinger, Road Brakeman      | E. T. VanLear, Road Engineer         |
| J. A. Monroe, Road Conductor         | A. H. Glover, Yard Brakeman          |
| L. E. Mays, Road Brakeman            | H. S. Coleman, Yard Conductor        |
| A. L. Painter, Road Engineer         | J. R. Hill, Road Conductor           |
| W. C. Turner, Road Engineer          | F. C. Ward, Road Conductor           |
| I. B. Snapp, Road Engineer           | D. E. Woolridge, Road Engineer       |
| E. J. Harrington, Visitor            | L. M. Harris, Road Brakeman          |
| H. M. Eddins, Trainmaster            | C. L. Duncan, Yard Engineer          |
| A. L. Baylor, Ensign, Salvation Army | J. P. Harahan, Assistant Trainmaster |
| H. A. Fairburn, Yard Brakeman        |                                      |

113. A. D. White, Yard Conductor. Fence installed around Hump Yard, just east of hump, Clifton Forge.

55. R. L. Glover, Road Engineer. Filled around head block ties, east switch, Fishersville Passing Siding.

58. E. D. Layton, General Foreman. Handled with Fruit Growers' Express Company matter of icing cars, and instructions issued that more care be exercised in icing cars, Clifton Forge Icing Platform.

60. J. W. Hayslett, Road Conductor. Removed old tie plates from beside track, Clifton Forge Yard.

61. J. F. Clarkson, Yard Brakeman. Light and markers on No. 19 Switch at east end of Classification Yard, Clifton Forge, adjusted.

62. W. W. Melton, Yard Conductor. Motor car track at Clifton Forge put in good condition.

64. I. E. Wiseman, Road Engineer. Brush and trees, east of Manns Tunnel trimmed.

65. W. W. Melton, Yard Conductor. Repaired walkway, Clifton Forge Coal Company.

66. W. W. Melton, Yard Conductor. Ties made level with ground, just west of Smith Creek Bridge, Clifton Forge.

67. W. W. Melton, Yard Conductor. Stone meal moved from derailler, opposite Smith-McKenny Hardware Storage Room, Belt Line (Smith Creek), Clifton Forge.

69. E. M. Toothman, Machinist. Motor Car Storage Tank pipes boxed, opposite Tool Car Derrick.

75. J. B. Miller, Road Brakeman. Old rail, angle bars and tie plates moved from between eastward and westward main tracks, Lynchburg Yard from Sandy Hook Yard Office to east end of Belt Line.

78. A. D. White, Yard Conductor. Walkways between tracks 6, 5, 4, 3 and 2, east end of eastbound yard, Clifton Forge, in front of Gladys Inn, repaired.

79. G. A. Robinson, Safety Inspector. Cover put over iron pipes extending up out of ground beside Stock Pen, Alderson.

80. G. A. Robinson, Safety Inspector. Foreman instructed about leaving camp cars on siding without protection of flag or light, Fort Springs.

81. G. A. Robinson, Safety Inspector. New pushcar provided for Tool House, just east of Talcott Station, W. Va., and old one shopped for repairs.

82. A. D. White, Yard Conductor. Filled in between tracks 11, 12 and 13, east end of yard in front of Yard Office, Clifton Forge.

83. Inspection Committee. Dirt cleaned up east of Supply Shanty, Lower Yard, Clifton Forge.

84. A. D. White, Yard Conductor. Instructions issued to Hostlers that when route is not clear so they can deliver engines to train to stop the engines clear of crossover leading to westbound cab track, Clifton Forge.

85. G. A. Robinson, Safety Inspector. Drain pipe on east end of Alleghany Station repaired.

86. A. D. White, Yard Conductor. Matter of icing cars on No. 6, at Clifton Forge, handled with all concerned.

87. A. D. White, Yard Conductor. Positive instructions issued that in icing cars at Clifton Forge, ice must be handled in such a manner as none will fall from top of cars to the ground.

## Clifton Forge Shops

J. S. Williams, Master Mechanic, Chairman

F. J. Topping, General Foreman  
H. M. Vise, General Car Foreman  
F. H. Cahoon, Boilermaker  
E. G. Payne, Jr., Blacksmith  
E. J. Mays, Machinist  
T. J. Hall, Electrician  
E. M. Toothman, Blacksmith Helper

S. A. Whanger, Storekeeper  
H. L. Faber, Clerk, Secretary  
L. B. Watson, Car Repairer  
C. A. Withrow, Machinist  
S. S. Clemmons, Car Repairer  
H. T. Haskins, Pipefitter

Meeting held April 9, 1929

ALL MEMBERS PRESENT

VISITOR

G. A. Robinson, Safety Inspector

52. F. H. Cahoon, Boilermaker. Latch installed on small door in large door at Pit No. 3, Upper Gang, Back Shop.
53. H. T. Haskins, Pipefitter. Renewed boards over board drain, Engine Washing Plant.
54. H. T. Haskins, Pipefitter. Renewed boards around Drop Pit, Old Mallet House.
56. F. H. Cahoon, Boilermaker. Ladders in Back Shop put in good condition.
58. H. T. Haskins, Pipefitter. Pipe behind big wheel lathe, Machine Shop, put under floor.
59. H. T. Haskins, Pipefitter. Repairs made to vise in Pipe Shop.
60. S. A. Whanger, Storekeeper. Steam pipes in cab of Shop Locomotive crane wrapped with insutape.
61. T. J. Hall, Electrician. Overhead boards, used to walk on to get to fan and motor, Carpenter Shop, removed.
62. Inspection Committee. Instructions issued to keep rest on emery wheel 3501, Car Department, tight.
63. Inspection Committee. Renewed buttons on emery wheel in Car Department; also light in safety sign repaired.
64. Inspection Committee. Repaired chain on truck 7639, Supply Department.
65. Inspection Committee. Repaired chain on lumber truck, Section 17.
66. Inspection Committee. Renewed all small chains on truck 8005, Car Department.
67. Inspection Committee. Instructions issued to discontinue piling valve motion behind machine 2227, Machine Shop.
68. Inspection Committee. Shield installed over switch box of electric welders' panel, Air Gang.
69. Inspection Committee. Leaks in steam line, Passenger Coach Yard, repaired.
70. Inspection Committee. Repairs made to concrete floor, Rod Gang.
71. Inspection Committee. Braced hand railing around emery wheel 3130, Carpenter Shop.
72. Inspection Committee. Dressed clamps and hand tools in Tank Shop.
73. Inspection Committee. Wedges and handle punch in Rod Gang dressed.
74. Inspection Committee. Repaired leaks in valve, Oil Storage Tank.
75. Inspection Committee. Applied spring to pit jack, Lower Gang.
76. Inspection Committee. Straightened hook on chain fall, Lower Gang.
77. Inspection Committee. Renewed glass in oxygen gauge, acetylene truck No. 2, Boiler Shop.
78. Inspection Committee. Countersunk heads put on forming tool bolts, car wheel lathe.

## Clifton Forge Freight Station

J. R. Thompson, Agent, Chairman

H. B. Caldwell, Cashier  
F. B. Haynes, Rate Clerk, Secretary  
R. C. Lemons, Foreman  
J. H. Lucado, Check Clerk  
E. L. Ferguson, Delivery Clerk  
P. C. Pendleton, Record Clerk

F. M. Dunlap, Assistant Cashier  
L. G. Chappelle, Expense Clerk  
F. R. McLaughlin, Check Clerk  
W. B. Lucado, Check Clerk  
A. L. Tyree, Cooper  
G. W. Davis, Laborer

Meeting held April 9, 1929

ABSENTEES

J. H. Lucado, Check Clerk. On account of sickness; no substitute.  
P. C. Pendleton, Record Clerk. Out of town; no substitute.

VISITORS

G. A. Robinson, Safety Inspector  
Wm. Cashwell, Stower  
Frank Larker, Trucker  
Jerry Mansfield, Loader  
Ed Johnson, Trucker  
C. Winslow, Trucker  
Andrew Leftwich, Trucker  
Thomas Lewis, Trucker

Frank Howard, Stower  
R. L. Tyler, Stower  
Donald Stevens, Loader  
Allen Mansfield, Loader  
Wm. Davis, Trucker  
Wm. Johnson, Trucker  
Ernest Sorrelle, Trucker  
Theo White, Trucker

1. Wm. Cashwell, Stower. Instructions issued to discontinue practice of kicking cars into House tracks while gang boards are in place and men are at work.

2. R. C. Lemons, Foreman. Practice of yard bringing long cuts of cars into House track, with only one or two cars for Freight House discontinued.

## Hinton Division

H. T. Brown, Superintendent, Chairman

L. M. Daugherty, Sec'y to Supt., Sec'y  
W. T. Lipscomb, Trainmaster  
R. C. Patton, Supervisor Track  
B. T. Corker, Terminal Trainmaster  
B. L. Simmons, Assistant Cost Engineer  
Simms Wicker, Clerk  
R. O. Dodd, Road Fireman  
G. H. Schwartz, Road Conductor  
R. C. Hamilton, Claim Agent  
J. M. Pugh, Signal Foreman

H. M. Church, Division Engineer  
J. K. Dawson, Sec'y R. R. Y. M. C. A.  
T. H. Allen, Supervisor B. and B.  
W. L. Glass, Road Foreman of Engines  
C. N. Davidson, Agent  
F. C. Utterback, Road Engineer  
W. G. Mitchem, Road Brakeman  
A. N. Harlowe, Section Foreman  
T. A. Jones, Road Brakeman

Meeting held April 13, 1929

ALL MEMBERS PRESENT

VISITORS

G. A. Robinson, Safety Inspector  
R. Nichols, Relief Agent  
J. C. Hobson, Agent  
H. C. Mann, Clerk

27. A. N. Harlowe, Section Foreman. Signs installed on Thurmond bridge, restricting speed of automobiles to 10 miles per hour, authority Fayette County Court.

28. G. H. Schwartz, Road Conductor. Cleaned up yard at Meadow Creek.

29. P. B. Gooch, Boilermaker. Repaired hand railing on steps of overhead bridge at Freight Depot, Hinton.

30. G. A. Robinson, Safety Inspector. Filled in around switch-stands just east of culvert, west end of Quinnimont Yard.

31. G. A. Robinson, Safety Inspector. Cleaned up east end of Quinnimont Yard.

32. G. A. Robinson, Safety Inspector. Proper signals displayed when camp cars on siding at Glade, W. Va.

## Hinton Shops

G. W. Robertson, Master Mechanic, Chairman

Lula R. Payne, Sec'y to M. M., Sec'y  
E. S. Taylor, Car Foreman  
P. B. Gooch, Boilermaker  
B. F. Hamer, Pipefitter  
Jack Meador, Car Repairer  
Dermont McMillion, Machinist Helper

J. E. Garretson, General Foreman  
B. A. Cumbea, Storekeeper  
H. E. Price, Machinist  
E. T. Mullens, Car Repairer  
H. B. Campbell, Car Repairer  
J. A. Diehl, Machinist Helper

Meeting held April 12, 1929

ALL MEMBERS PRESENT

VISITOR

G. A. Robinson, Safety Inspector

4. B. F. Hamer, Pipefitter. Hooks placed on posts of extension lights in Hinton Shops.

15. P. B. Gooch, Boilermaker. Instructions issued to Pipefitters on second and third shifts, Hinton Shops, to use scaffolds when removing jackets and pipe.

18. E. T. Mullens, Car Repairer. Steps installed at scrap car, Hinton Shop track, and heavy scrap being handled with shop crane.

19. G. A. Robinson, Safety Inspector. Grab irons put on ends of cars at end doors, W. A. Marshall's Extra Force Camp Cars, Thurmond.

## Sewell Valley Sub-Division

J. M. Raine, Assistant Superintendent, Chairman

D. Fisher, Sec'y to Asst. Supt., Sec'y  
W. W. Wickline, Road Fore. of Engines  
R. B. Gwinn, Agent  
C. C. Worley, Road Engineer  
L. W. Wilt, Road Conductor  
G. W. McCombs, Boilermaker

R. Vawter, Trainmaster  
P. L. Koehler, Supervisor Track  
R. H. Womack, Clerk  
S. E. Gilkerson, Road Fireman  
R. C. Mann, Road Brakeman  
J. L. Wheeling, Section Foreman

Meeting held April 11, 1929

ALL MEMBERS PRESENT

VISITORS

G. A. Robinson, Safety Inspector  
M. T. Llewellyn, General Foreman  
L. F. Robinson, Assistant Trainmaster  
C. F. Jeter, Clerk  
P. F. Ross, Crew Caller

O. W. Harouff, Fireman  
O. W. McClung, Section Foreman  
A. C. Willard, Section Foreman  
W. R. Hunt, Engineer

61. A. M. Simms, Engineer. Shed at Claypool moved to provide proper clearance.

5. Inspection Committee. Caboose track at Rainelle silled and surfaced.

11. L. W. Wilt, Road Conductor. Wilderness Lumber Company installing warning signals at Nallen, east and west of conveyor.

12. E. E. Ramsey, Engineer. Matter of keeping dynamite, fuse and caps in same box at Meadow Bridge handled with Section Foreman.

## Huntington Division

H. E. Webb, Superintendent, Chairman

B. S. Wilkes, Sec'y to Supt., Secretary  
R. L. Wellman, Supervisor B. and B.  
A. E. Botts, Division Engineer  
C. H. Doeblar, Assistant Master Mechanic  
S. E. Dearien, Terminal Trainmaster  
G. R. Armstrong, General Agent  
J. L. Garretson, Road Engineman  
J. H. Spaulding, Signal Maintainer  
E. E. Seldonridge, Road Fireman

S. R. Thompson, Supervisor Signals  
E. M. Green, Terminal Trainmaster  
J. L. Brightwell, Supervisor Track  
H. B. Persinger, Claim Agent  
J. R. Cary, Jr., Trainmaster  
P. J. Mullen, Road Conductor  
C. B. M. Long, Track Foreman  
T. B. Tormey, Yard Conductor

Meeting held April 6, 1929

### ABSENTEE

T. B. Tormey, Yard Conductor. Illness in family; represented by A. P. Smith.

### VISITORS

W. H. Ganzert, Safety Inspector  
C. F. Edwards, Assistant Cost Engineer  
B. R. Gould, Assistant Cost Engineer

J. A. Bragg, Assistant Cost Engineer  
J. W. Barker, Yardmaster  
S. D. Carter, Yardmaster

31. W. H. Thomas, Coach Hostler. Eastbound switch, leading eastbound to westbound passenger main track at 11th Street, Huntington, moved to opposite side of track.

8. H. L. Desmond, Conductor. Authority issued by city to have section of concrete in walkway on west side of 10th Street undergrade repaired.

10. H. L. Desmond, Conductor. Boards with nails in them removed from track at Thermos Bottle Plant, Huntington.

11. H. L. Desmond, Conductor. Repaired latch on No. 4 gate at Owens Bottle Plant, Huntington.

12. J. L. Garretson, Engineman. Instructions now in effect requiring that lubricators be disconnected and steam blown through them and then connected and tested. This should take care of trouble complained of.

14. Inspection Committee. Replaced blue lantern globes on Ashland Yard.

15. Inspection Committee. Removed stone and rubbish from side tracks opposite Yard Office at Ashland.

16. Inspection Committee. Pig iron removed from beside tracks in Ashland Yard.

17. Inspection Committee. Debris removed from along tracks of Ashland Culvert Works.

18. Inspection Committee. Ties and rubbish moved from tack at Brick Yard, Ashland.

19. Inspection Committee. Rubbish moved from track of the Bishoff Glass Company, Huntington.

20. Inspection Committee. Removed rubbish from track of Norbea Manufacturing Company at Huntington.

21. Inspection Committee. Removed rubbish from along track of Thermos Bottle Company, Huntington.

22. Inspection Committee. Lumber truck wheels and other debris moved from tracks of Sliger Lumber Company, Huntington.

23. Inspection Committee. Material moved to provide proper clearance at track, Huntington Boiler Works.

24. Inspection Committee. Repaired crossings on river yard at Huntington.

25. Inspection Committee. Material moved to proper clearance, Builders Material Company's track, Bridge Junction, Charleston.

26. Inspection Committee. Cleaned up old automobile blocking and other debris from automobile platform at Bridge Junction, Charleston.

27. Inspection Committee. Removed rubbish from beside track of Buck Beverage Company, Bridge Junction, Charleston.

28. Inspection Committee. Moved old loading skid from Freight House platform at South Charleston.

29. Inspection Committee. Steel gang board moved from platform in front of the South Charleston Station.

30. Inspection Committee. Moved car jack from beside track at scales to provide proper clearance.

31. Inspection Committee. Crews instructed to use every precaution in placing cars in tracks at glass plants at Owens.

## Logan Sub-Division

H. A. Davin, Assistant Superintendent, Chairman

W. W. Atkins, Trainmaster  
M. B. Henley, Assistant Claim Agent  
R. K. Flanagan, General Foreman  
H. Smith, General Yardmaster  
Earl Downs, Agent  
C. N. Charlton, Fireman  
B. V. Lucas, Brakeman  
C. W. Broughton, Machinist  
J. A. Fortune, Section Foreman

J. G. Peery, Road Foreman of Engines  
O. M. Smith, Supervisor Track  
G. F. Cummings, Storekeeper  
P. L. Burke, Car Foreman  
W. C. Lybarger, Sec'y R. R. Y. M. C. A.  
R. E. Horton, Yard Engineer  
Pat Goodwin, Conductor  
Frank Hale, Car Repairer  
Beatrice Harless, Chief Clerk to Trainmaster, Secretary

Meeting held April 9, 1929

### ALL MEMBERS PRESENT

### VISITORS

W. H. Ganzert, Safety Inspector  
W. P. Cowherd, Conductor

H. L. Buston, Conductor  
J. A. Houff, Conductor

I. R. Varner, Conductor  
H. W. Roby, Engineer  
J. Ally, Brakeman  
R. B. Trainer, Fireman  
C. Rutherford, Brakeman  
L. M. Phelps, Carman  
B. Adams, Brakeman  
Ray Scott, Fireman  
T. F. Boggs, Machinist Helper  
A. D. Wilson, Engineer  
R. W. Bowling, Machinist  
J. J. Gilbert, Conductor  
O. F. Keyser, Conductor

W. P. Lawson, Brakeman  
L. F. Price, Brakeman  
W. H. McCallister, Traveling Fireman  
R. F. Bias, Car Oiler  
T. W. Hanshaw, Brakeman  
C. M. Sturm, Engineer  
W. W. Hutchinson, Fireman  
J. M. Perry, Engineer  
O. H. Roadcup, Fireman  
A. J. Basham, Airman  
W. J. Jeffrey, Brakeman  
M. G. Nichols, Conductor

6. B. V. Lucas, Brakeman. Fence moved to proper clearance, Guyan Eagle No. 1 Supply track.

10. C. N. Charlton, Fireman. Moved rails east of Tipple Wilson No. 1.

11. C. N. Charlton, Fireman. Dirt moved from Supply track at Wilson No. 1.

12. H. Smith, General Yardmaster. Filled in between switch ties, east end Empty Yard.

13. C. N. Charlton, Fireman. Lead at west end of New Yard raised to level with lead of Old Yard.

14. C. N. Charlton, Fireman. Mine timber moved from beside track, Long Flame.

15. B. V. Lucas, Brakeman. Mine cars moved to proper clearance, Monitor No. 3 Supply track.

16. T. E. Aldridge, Brakeman. Electric wire at Wilson No. 1 Tipple raised to proper clearance.

## Handley Terminal and Shops

G. P. Gibbs, Trainmaster, Chairman

G. F. O'Connor, Secretary  
E. G. Foster, Assistant Trainmaster  
G. E. McLaughlin, General Foreman  
C. E. Butcher, Supervisor Track  
Alex Bias, Car Foreman  
H. H. Cook, Engineer  
H. H. Hudson, Machinist  
C. H. Abbott, Conductor  
G. K. Pitchford, Storekeeper

A. R. Thompson, Road Fore. of Engines  
W. A. Baughan, Assistant Trainmaster  
J. Henzman, Supervisor Track  
H. Dotson, Section Foreman  
H. E. Snyder, Sec'y R. R. Y. M. C. A.  
B. E. Griffith, Car Repairer  
H. L. Webb, Blacksmith  
W. R. Burger, Car Repairer

Meeting held April 8, 1929

### ABSENTEE

B. E. Griffith, Car Repairer. Could not be relieved; represented by R. A. Withrow.

### VISITORS

L. G. Bentley, General Safety Agent  
C. A. Rice, Storekeeper  
J. T. Dudding, Clerk  
Wm. Hill, Engineer  
Robert Johnson, Engineer  
S. E. Meadows, Conductor  
C. E. Porter, Conductor  
F. Fraley, Brakeman  
M. Hamilton, Brakeman  
W. F. West, Brakeman  
Henry Price, Stationary Engineer  
W. C. VanDyke, Brakeman  
L. F. Todd, Sec'y R. R. Y. M. C. A.  
F. H. Hinton, Clerk  
P. B. Murray, General Yardmaster  
H. L. Canterbury, Weighmaster  
Ira Halstead, Fireman  
J. Henderson, Roundhouse Laborer  
Wm. Payne, Machinist  
F. S. Crawford, Store Helper  
C. Lincoln, Roundhouse Laborer  
C. L. Stone, Engine Carpenter

W. H. Ganzert, Safety Inspector  
R. W. Hamer, General Foreman  
F. Brooks, Conductor  
Z. C. Fuls, Engineer  
C. B. Irwin, Machinist  
I. L. Creasey, Conductor  
P. L. Belcher, Brakeman  
J. E. Jarrell, Brakeman  
F. Norton, Engineer  
L. G. Strank, Electrician  
J. J. Bragg, Hostler  
R. S. Hutchinson, Brakeman  
L. McCallister, Engineer  
R. W. Johnson, Fireman  
A. L. Dorsey, Hos. Brakeman  
G. H. Cooper, Fireman  
J. E. Creasey, Roundhouse Laborer  
A. Carr, Machinist  
W. M. Wollerton, Roundhouse Foreman  
John Wells, Machinist  
Ed Norris, Lubricator Filler  
N. J. Carrington, Ash Pit Man

55. Inspection Committee. Light installed between Pump House and shanty, Handley.

4. Harry Moore, Car Repairer. Flood light installed between Nos. 5 and 6 tracks, Handley Shop track.

6. H. Dotson, Section Foreman. Obstructions moved from right-of-way, Eureka Mine.

9. T. T. Trail, Car Repairer. Filled No. 10 track, north and south side, Cane Fork.

19. Inspection Committee. During Spring, Summer and Fall large Roundhouse doors are kept open and fastened in open position by substantial fastenings. When Winter comes small end door will be provided, Cane Fork.

23. Inspection Committee. Electric cord in basement of Pump House, Handley, rearranged.

24. Inspection Committee. Sand, gravel and boards beside engines tracks, south side of Roundhouse, Handley, removed.

25. Inspection Committee. Platform at sand tracks on Coal Dock at Handley repaired and hand railing installed.

26. Inspection Committee. Strains over drains in Engine Pits, Handley Roundhouse, made more substantial.

27. Inspection Committee. Floor crane No. 4453 repaired.

29. Inspection Committee. Destroyed old ladder in use at Handley Roundhouse and new one furnished.

30. Inspection Committee. Chisel bars and bars used for lifting and prying at Handley repaired.

31. Inspection Committee. Cleaned up floors in Engine Pits, Handley Roundhouse.
32. Inspection Committee. Repaired floors at Straight track, Handley, and tracks at water cooler, Handley, repaired.
33. Inspection Committee. Coal cutters at Handley rehandled, redressed and put in good condition.
34. Inspection Committee. Instructions issued that material off of engines in for class repairs, Handley, be piled closer to Roundhouse walls.
35. Inspection Committee. Gear and planer repaired and three-wheel wagon used about Roundhouse, Handley, redecked.
38. Inspection Committee. Chain on chain tongs, Handley, renewed.
40. Inspection Committee. Storekeeper advises material at iron racks lying between tracks at Handley put away.
41. Inspection Committee. Removed boards with nails in them, east end of Supply House, Handley.
42. Inspection Committee. Material lying west of Oxygen and Acetylene House, Handley, put in proper place.
43. Inspection Committee. Repaired covers on air outlets on Shop tracks, Handley.
44. Inspection Committee. Repaired jacks on Shop tracks at Handley.
45. Inspection Committee. Walkway, back of Shop track, Foreman's Office, Handley, leading to Oxygen Acetylene House, repaired.
46. Inspection Committee. Boards with nails protruding moved from just west of end of Shop tracks, Handley.
48. H. H. Cook, Engineer. Repaired pushpole on end of turntable, Kingston, and hand railing repaired.
50. H. H. Cook, Engineer. Moved broken glass from door to Enginehouse Register Room at entrance from Machine Shop, Handley Roundhouse.
51. H. H. Cook, Engineer. Coal and slate moved from around No. 1 Tipple, Imperial Mine.

## Charleston Freight Station

C. L. Settle, Freight Agent, Chairman

- |                                      |                                      |
|--------------------------------------|--------------------------------------|
| C. B. Oakes, General Foreman         | E. B. Kelly, Foreman                 |
| C. C. Drennen, Foreman               | T. C. McGloin, Claim Clerk           |
| W. H. Wilson, Receiving Clerk        | J. N. Harvey, Stower                 |
| H. S. Amick, Stenographer, Secretary | T. C. Poff, Truck                    |
| O. C. Hunt, Car Record Clerk         | L. B. Wandling, Motor Truck Operator |
| A. G. Smith, Delivery Clerk          | G. C. Layne, Check Clerk             |
| T. O. Bailes, Accountant-Clerk       | Alfred Settle, Cashier               |
| F. E. Barker, Waybill Clerk          |                                      |

Meeting held April 10, 1929

### ABSENTEES

- A. L. Settle, Freight Agent, Chairman. Attending meeting in Columbus, O.; C. B. Oakes acted Chairman.

L. B. Wandling, Motor Truck Operator. Not on duty; represented by H. R. Rader.

### VISITOR

W. H. Ganzert, Safety Inspector

32. W. H. Ganzert, Safety Inspector. Nails removed from wooden platform.

## Barboursville Reclamation Plant

Walter Constance, Supervisor Reclamation, Chairman

- |                                       |                                   |
|---------------------------------------|-----------------------------------|
| L. W. Ross, Material Clerk, Secretary | R. J. Bussell, Signal Storekeeper |
| R. A. Tanner, General Foreman         | R. M. Black, Signalman            |
| H. D. Shepherd, Laborer               | C. L. Stephens, Machinist Helper  |
| O. E. Childers, Mill Machine Operator | A. C. Haynes, Blacksmith          |

Meeting held April 4, 1929

### ALL MEMBERS PRESENT

### VISITOR

W. H. Ganzert, Safety Inspector

11. Inspection Committee. Installed door on Acid Shed.
16. Inspection Committee. Rubber matting put on floor beside machine in Carpenter Shop.
18. Ott Browning, Welder. Sand box installed on locomotive cranes.

## Huntington Shops---Locomotive Department

E. A. Murray, Shop Superintendent, Chairman

- |                               |                                     |
|-------------------------------|-------------------------------------|
| F. B. Downey, General Foreman | J. K. Hatchett, Secretary           |
| J. M. Simpson, Machinist      | M. S. Oakes, Boilermaker            |
| J. L. Glass, Pipefitter       | W. H. Mynes, Blacksmith             |
| J. G. Young, Electrician      | Fred Wilgus, Broaching Machine Opr. |

Meeting held April 2, 1929

### ALL MEMBERS PRESENT

### VISITOR

W. H. Ganzert, Safety Inspector

136. T. E. Culbertson, Blacksmith. Guard installed on gears to machine No. 5785, Freight Smith Shop.

16. Inspection Committee. Proper handles put in Red Giant motors, Boiler Shop.

51. C. N. Nicely, Engine Carpenter. Instructions issued that holes on top of tenders of engines be closed after being tested out on yards at Back Shop, Roundhouse.

## Huntington Shops---Car Department

C. V. Ratcliff, General Car Foreman, Chairman

- |   |  |
|---|--|
| J. B. Carter, Freight Car Foreman         | W. A. Davies, Passenger Car Foreman    |
| J. E. Gibson, General Carpenter           | S. S. Hobgood, Stenographer, Secretary |
| W. H. Hedrick, Coach Painter              | Bruce O'Dell, Coach Painter            |
| E. H. Broomhall, Car Repairer             | F. R. Chapman, Laborer                 |
| A. Pemberton, General Carpenter           | T. H. Wilkes, Car Repairer             |
| Vinton Dodridge, Car Repairer             | Charley Black, Car Repairer            |
| A. V. Glover, Planing Mill Mach. Operator | G. W. Gallagher, T. V. Cleaner         |
| E. B. Daniel, Machinist                   | T. H. McCoy, Laborer                   |
| Silner Miller, Laborer                    |  |

Meeting held April 2, 1929

### ABSENTEES

- A. Pemberton, General Carpenter. On account of sickness; represented by B. F. McGinnis.

T. H. McCoy, Laborer. On account of sickness; represented by E. A. Connor.

### VISITOR

W. H. Ganzert, Safety Inspector

29. E. R. Gillespie, Section Storekeeper. Repaired walkway, northeast of Section 15 WC.

52. E. H. Broomhall, Car Repairer. Walkway between 3 and 4 tracks, below west end Mallet House crossing, West Wood Yard, repaired.

54. E. H. Broomhall, Car Repairer. Repaired No. 9 track and crossing, Steel Yard crossing, north side.

55. E. H. Broomhall, Car Repairer. Shields over emery wheel, Lower Wood Yard, lowered.

56. E. H. Broomhall, Car Repairer. Walkway, east of Steel Car Office, repaired.

57. F. R. Chapman, Laborer. Walkway at Scrap Dock repaired.

58. E. H. Broomhall, Car Repairer. Repaired walkway between 3 and 4 tracks, below main Steel Yard crossing.

59. E. H. Broomhall, Car Repairer. Practice of putting cars on upper end of No. 2 South Steel Yard track and then pulling down and coupling into cars where men are working discontinued.

60. H. F. Roberts, Foreman. Repaired swinging sign, "Stop, Look and Listen", crossing at No. 6 Lead and Wheel Room.

62. A. V. Glover, Machine Operator. Repaired floor in Planing Mill along north track; also floor between Lumber Sheds west of Bolt House.

63. E. H. Broomhall, Car Repairer. Instructions issued that all tripods and boards be spaced under cars, Steel Yard, north and south, in order that yard cranes can travel up and down walks without hitting tripods or boards.

64. E. H. Broomhall, Car Repairer. Instructions issued that contractors blow horns on trucks as they pass north gate.

65. W. H. Hedrick, Coach Painter. Fastened securely reflectors on electric light bulbs in Paint Shop.

## Huntington Roundhouse

H. C. Gillespie, Master Mechanic, Chairman

- |                                      |                                   |
|--------------------------------------|-----------------------------------|
| Bessie Newman, Sec'y to M. M., Sec'y | H. K. Bishop, Boilermaker Foreman |
| J. L. Brightwell, Machinist          | C. N. Nicely, Engine Carpenter    |
| O. A. Copenhaver, Traveling Fireman  | O. C. Rhodes, Car Repairer        |
| R. E. Toothman, Car Repairer         | Ona Taylor, Car Cleaner           |
| W. B. Butler, Machinist              |                                   |

Meeting held April 3, 1929

### ALL MEMBERS PRESENT

### VISITOR

W. H. Ganzert, Safety Inspector

23. Ona Taylor, Car Cleaner. Steam plugs on Nos. 4 and 5 tracks boxed.

24. C. N. Nicely, Engine Carpenter. Replaced ladder at Drop Pit on Coal Dock, west end.

25. C. N. Nicely, Engine Carpenter. Platform installed at east end of Coal Dock to store alcohol tank on.

27. C. N. Nicely, Engine Carpenter. Repaired railing at west end of Coal Dock, south side.

31. C. N. Nicely, Engine Carpenter. Repaired valve to blower pipe in Roundhouse.

32. C. N. Nicely, Engine Carpenter. Moved drawheads from against post in north end of Roundhouse.

## Huntington Freight Station

G. R. Armstrong, General Agent, Chairman

J. H. Murray, Chief Clerk  
S. B. McCullough, Gen. Depot Foreman  
W. T. Trimble, Check Clerk  
W. O. Cyrus, Check Clerk  
E. Wallace, Rec'g and Del'y Clerk  
Russell Cooper, Stevedore  
Gene Fertig, Trucker  
Ed McCaffery, Trucker

J. W. Norman, Cashier  
Irene Cox, Stenographer, Secretary  
Elmer Tate, Check Clerk  
John Walker, Rec'g and Del'y Clerk  
A. H. Woods, Stevedore  
John Pullman, Stevedore  
G. M. Brown, Trucker

Meeting held April 11, 1929

### ABSENTEE

Elmer Tate, Check Clerk. On vacation; represented by Carl Meadows.

### VISITOR

W. H. Ganzert, Safety Inspector

21. W. H. Ganzert, Safety Inspector. Cleaned up along tracks Nos. 1, 2 and 3.

22. W. H. Ganzert, Safety Inspector. Cleaned up around Load-  
ing Platform and removed rails from beside tracks.

## Huntington Stores

J. P. Kavanagh, General Storekeeper, Chairman

Lois R. Black, Secretary to General Store-  
keeper, Secretary  
E. R. Gillespie, Section Storekeeper  
R. R. Burner, Section Storekeeper

G. W. Leary, Foreman  
E. S. Stewart, Laborer  
H. F. Roberts, Foreman  
J. H. Farrell, Section Storekeeper

Meeting held April 2, 1929

### ALL MEMBERS PRESENT

### VISITOR

W. H. Ganzert, Safety Inspector

10. H. F. Roberts, Foreman. Coal and dirt cleaned up from be-  
side switching side of track.

12. J. C. Mullen, Yardmaster. Removed scrap from dismantled  
engines from beside Scrap Belt track.

13. J. C. Mullen, Yardmaster. Barrels of oil moved to proper  
clearance from Huntington Shop track, north of Oil House.

14. T. H. Wilkes, Car Repairer. Removed angle iron from walk-  
way at Water Tank, west of Roundhouse.

15. C. H. Brown, Gang Foreman. Instructions issued prohibiting  
the parking of trailer loads of superheater units too close to machine  
4958.

16. W. O. Jacobs, Foreman. Repaired brakes on store tractor  
No. 7.

17. H. F. Roberts, Foreman. Repaired steps to building where  
Checker's Office at lower platform is located.

## Ashland Division

J. B. Harris, Superintendent, Chairman

G. E. Kleykamp, Sec'y to Supt., Sec'y  
C. H. Womack, Road Fore. of Engines  
E. J. Lilly, Trainmaster  
H. M. Irwin, Chief Train Dispatcher  
C. A. MacAtee, Jr., Claim Agent  
J. W. Price, Supervisor Water Supply  
Eugene Curtis, Storekeeper  
C. M. Nicholas, Sec'y R. R. Y. M. C. A.  
H. K. Lowe, Section Foreman  
H. W. Scott, Yard Engineer  
J. S. Montgomery, Yard Switchman

E. A. T. Watkins, Trainmaster  
L. F. Cabell, Terminal Trainmaster  
W. M. Greene, Road Fore. of Engines  
W. P. Hobson, Master Mechanic  
R. W. Mumford, Division Engineer  
A. D. Agnew, Supervisor B. and B.  
H. O. Irwin, Freight Agent  
H. H. Fowler, Signal Maintainer  
John Porter, Road Fireman  
G. H. Vanhorn, Road Conductor  
J. Moles, Operator

Meeting held April 6, 1929

### ABSENTEES

Eugene Curtis, Storekeeper. On account of sickness; represented by J. H. Forman  
C. M. Nicholas, Secretary R. R. Y. M. C. A. Attending Younger Men's Conference  
at Morehead, Ky.; represented by W. E. Winslow.

### VISITORS

J. S. Stewart, Asst. Term'l Trainmaster  
W. J. Dingus, Jr., Agent  
F. P. Barrick, Assistant Cost Engineer  
C. H. Hale, Supervisor Track  
A. W. White, Asst. Division Engineer  
Jno. C. Fogle, Assistant Cost Engineer  
O. T. Hall, Relief Agent  
P. H. Simpson, Engineer  
H. C. Marrs, Assistant Trainmaster  
J. Barber, Engineer  
J. K. Hull, Ballast Inspector

S. J. McBride, Division Freight Agent  
W. H. Sparks, Inspector Track  
J. G. Gilley, Assistant Division Engineer  
L. C. Grubbs, Supervisor Track  
G. J. Johnson, Supervisor Track  
W. E. Amburgey, Supervisor Track  
W. A. Ginn, General Agent  
E. Ray Simpson, Son of Engr. Simpson  
J. P. Woods, Brakeman  
J. R. Dawson, Safety Inspector

23. H. C. Kelley, Road Mechanic. Installed walkway over Nos.  
4 and 5 tracks at Passenger Station, Ashland.

33. J. R. Dawson, Safety Inspector. Repaired cribbing and steps  
of station platform at Bosco, Ky.

35. J. R. Dawson, Safety Inspector. Platform railing at Midas,  
Ky., repaired.

41. H. H. Fowler, Road Mechanic. Light wires over spur track  
just west of depot at Farmers, Ky., raised to proper clearance.

50. J. R. Dawson, Safety Inspector. Instructions issued that

passenger trains at Estill, Ky., be stopped to unload passengers on  
platform, and then make second stop, if necessary, to unload baggage,  
etc.

51. J. Moles, Operator. Replaced missing board in road crossing  
over eastbound track at Auxier, Ky.

## Ashland Shops

W. P. Hobson, Master Mechanic, Chairman

L. W. Hart, Chief Clerk to M. M., Sec'y  
J. B. Auckerman, Car Foreman  
Ed Ballard, Passenger Car Foreman  
G. B. Horton, Traveling Fireman  
R. E. Hanna, Boilermaker  
D. A. Cooksey, Car Repairer  
Ben F. Cottle, Engine Watchman  
Arlie Sparks, Machinist Helper

W. P. Huntley, General Foreman  
J. H. Shanklin, General Foreman  
F. M. Shontz, Motive Power Inspector  
Eugene Curtis, Storekeeper  
T. F. Day, Machinist  
H. L. Petit, Machinist  
W. H. Stidham, Laborer  
Forrest Long, Car Repairer

Meeting held April 5, 1929

### ABSENTEE

F. M. Shontz, Motive Power Inspector. Necessary to go to Huntington Shops for  
passenger engine 443; represented by Robert Stanley.

### VISITOR

J. R. Dawson, Safety Inspector

36. Arlie Sparks, Machinist Helper. New ratchet wheels installed  
on all fifty-ton Norton jacks, and safety lever catches put on same,  
Sixth Street Shops, Ashland.

40. J. R. Dawson, Safety Inspector. Installed guard around  
planer belt, Sixth Street Shops, Ashland.

41. J. R. Dawson, Safety Inspector. Guard installed around  
shaper belt, Sixth Street Shops, Ashland.

43. W. H. Stidham, Laborer. Installed new safety chain on sand  
chute at Coal Dock, Shelby.

44. Arlie Sparks, Machinist Helper. Repaired guard rail around  
Coal Dock at Sixth Street Shops, Ashland, also posts replaced where  
necessary.

45. W. H. Stidham, Laborer. Applied new hinges on Oil House  
door, Shelby, Ky.

49. H. C. Barber, Car Repairer. Fastened ladder on west end of  
Sand House, and step renewed, Twenty-third Street Shops, Ashland.

52. D. A. Cooksey, Car Repairer. New board put in walkway,  
No. 13 track, Ashland Car Department.

54. W. H. Stidham, Laborer. New jacks ordered each month to  
replace unsafe jacks on Shop track at Shelby.

55. D. A. Cooksey, Car Repairer. Guard put in proper position  
on emery wheel, Ashland Car Department.

## Ashland Freight Station

H. O. Irwin, Freight Agent, Chairman

H. B. Powers, Clerk, Secretary  
A. J. Allen, Foreman  
J. C. Webb, Receiving Clerk  
Clyde Stafford, Trucker

G. V. Vaughan, Clerk  
J. W. Newell, Delivery Clerk  
O. E. Divers, Cooper

Meeting held April 5, 1929

### ALL MEMBERS PRESENT

### VISITORS

J. R. Dawson, Safety Inspector  
James Rogers, Trucker  
J. E. Alley, Trucker  
Bruce Patrick, Check Clerk

Arnold Malloy, Stevedore  
Homer Pope, Trucker  
E. E. Frazier, Check Clerk  
Wade Posey, Check Clerk

10. H. O. Irwin, Freight Agent. Talked to boys playing marbles  
between Bumper tracks and sent them home.

11. H. O. Irwin, Freight Agent. Truck Loader's attention called  
to violation of rule in throwing block down between cars with pro-  
truding nails; had him get block and bend nail down flat.

12. H. O. Irwin, Freight Agent. Practice of opening car doors,  
pulling blocks for car with nails protruding and allowing them to drop  
between cars, discontinued.

## Paintsville Freight Station

B. F. Roberts, Agent, Chairman

Gus Preston, Foreman, Secretary  
Delmar Wells, Clerk  
H. D. Blair, Trucker  
D. B. May, Trucker

Oscar Rice, Clerk  
C. H. Brown, Clerk  
B. R. Vaughn, Clerk

Meeting held April 1, 1929

### ALL MEMBERS PRESENT

### VISITORS

J. R. Dawson, Safety Inspector  
H. L. Strow, General Foreman

S. S. Stapleton, Yardmaster  
H. F. Wheeler, Yardmaster

3. B. F. Roberts, Agent, Chairman. Practice of No. 88 dropping  
caboose into caboose track at Paintsville discontinued.

## Pikeville Freight Station

H. M. Kash, Agent, Chairman

B. W. Cox, Clerk, Secretary  
Robert Vanover, Delivery Clerk  
A. Thacker, Clerk  
S. G. Queen, Trucker

J. W. Blair, Foreman  
A. B. Smith, Receiving Clerk  
G. C. Compton, Trucker

Meeting held April 16, 1929

### ABSENTEE

A. B. Smith, Receiving Clerk: Transferred to another station; represented by Malon Hall.

### VISITORS

J. R. Dawson, Safety Inspector  
J. G. Johnson, Cashier  
W. A. Mordica, Assistant Trainmaster

C. T. Gholson, Rate Clerk  
D. Weddington, Extra Trucker  
M. McCoy, Trucker

No suggestions corrected at meeting held April 16.

## Winchester Freight Station

F. J. Friel, Agent, Chairman

L. R. Hart, Claim Clerk, Secretary  
W. H. Mansfield, Cashier  
W. H. Baber, Trucker  
R. B. Hunter, Ticket Clerk

E. A. Renaker, Warehouse Foreman  
H. C. Strode, Baggage Clerk  
J. J. Elkin, Rate Clerk  
L. W. Bean, Yard Clerk

Meeting held April 4, 1929

### ABSENTEE

L. W. Bean, Yard Clerk. Indefinite leave of absence on account of sickness; J. J. Elkins appointed in his place.

### VISITORS

J. R. Dawson, Safety Inspector  
G. C. Hayes, Assistant Cashier  
E. Wells, Louisville and Nashville Yard Clerk

James Douglas, Car Inspector  
J. W. Board, Chief Clerk  
J. H. Stewart, Joint Clerk  
Ed Swift, Bill Clerk

10. E. A. Renaker, Warehouse Foreman. Practice of leaving push car too near walkway to Freight Station discontinued.

11. H. C. Strode, Baggage Clerk. Broken concrete moved from platform at Louisville and Nashville side, just south of Mail Room, and repairs made.

12. E. A. Renaker, Warehouse Foreman. Warehouse trucks Nos. 1 and 3 sent to Huntington Shops for repairs.

13. W. H. Mansfield, Accountant. Cover properly placed over manhole for sewer on lawn in front of Passenger Station.

## Lexington Freight Station

A. Mitchell, Jr., Superintendent Terminals and General Agent, Chairman

H. D. Paynter, Sec'y to Supt. Ter., Sec'y  
D. B. Salyer, Warehouse Foreman  
E. A. Anglin, Clerk  
P. C. Brown, Assistant Cashier

R. C. Prewitt, Chief Clerk  
E. L. Craycraft, Clerk  
Hoard Foley, Trucker

Meeting held April 3, 1929

### ALL MEMBERS PRESENT

### VISITOR

J. R. Dawson, Safety Inspector

No suggestions corrected at meeting held April 3.

## Russell Division

W. S. Butler, Superintendent, Chairman

W. C. Peggins, Chief Clerk, Secretary  
J. C. Dodgson, Terminal Trainmaster  
E. E. Collins, Asst. General Yardmaster  
L. J. Drumeller, Asst. Division Engineer  
W. M. Myers, Agent  
C. A. Milen, Asst. Road Fore. of Engines  
George Sellers, Signal Maintainer  
J. H. Smith, Yard Brakeman  
W. M. Cordery, Yard Conductor

L. P. Reed, General Roundhouse Fore.  
A. W. Osborne, Asst. Ter. Trainmaster  
O. W. Stennett, Car Foreman  
A. S. Morgan, Sec'y R. R. Y. M. C. A.  
C. T. Lamblin, General Track Foreman  
Robert Fullerton, Clerk  
O. A. Williams, Yard Engineer  
E. W. Elam, Yard Fireman  
W. H. Minter, Material Accountant

Meeting held April 2, 1929

### ALL MEMBERS PRESENT

### VISITORS

J. R. Dawson, Safety Inspector  
W. H. Sparks, Inspector Track  
J. E. Frazier, Tool Car Foreman

16. R. G. Simon, Clerk. Steps at Ready track Shanty, east end of yard, repaired.

18. W. T. Brown, Yard Conductor. Instructions issued that way be kept clear between walkways and cars, westbound shop tracks.

19. O. A. Williams, Yard Engineer. Replaced grab irons on Chesapeake and Ohio car SM-663.

20. O. A. Williams, Yard Engineer. Replaced guy wire on flood light pole, west end Old Yard.

## Russell Shops

W. M. Evans, Master Mechanic, Chairman

M. E. Collins, General Car Foreman  
E. T. Campbell, Storekeeper  
P. J. Gildea, Machinist Helper  
H. L. Gray, Boilermaker  
John McMahon, Laborer  
F. W. Geswein, Electrician  
T. N. Nippert, Car Inspector

Emma M. Burns, Sec'y to M. M., Sec'y  
D. T. Evans, Gang Foreman  
G. W. Gordon, Car Repairer  
R. B. Carte, Pipefitter  
T. M. Rann, Machinist  
McKinley Burgess, Car Repairer  
J. L. Lovejoy, Blacksmith Helper

Meeting held April 2, 1929

### ABSENTEES

Emma M. Burns, Secretary to Master Mechanic, Secretary. Out of city; represented by Norma O. Howard.

M. E. Collins, General Car Foreman. Out of city on Company business; represented by John Robbins.

### VISITOR

J. R. Dawson, Safety Inspector

67. J. N. Smith, Car Inspector. Built platform inside of Ice House the same height as floor in entry.

5. D. T. Evans, Gang Foreman. Boards on both sides of drop tables in New Roundhouse now have sheet-iron foundation.

12. G. W. Gordon, Car Repairer. Installed boxes for storing material for caulking cars, Light Side Shop track, Russell.

13. D. T. Evans, Gang Foreman. Removed valve from blow-off line between 6 and 7 Stalls, Old Roundhouse, Russell.

14. McKinley Burgess, Car Repairer. Walkway between 24 and 25 shop tracks repaired.

15. McKinley Burgess, Car Repairer. Clamped down air line between 26 and 27 shop tracks.

## Cincinnati Division

W. S. Taylor, Superintendent, Chairman

H. A. Iuler, Trainmaster  
W. W. Shelton, Road Fore. of Engines  
D. Hubbard, Division Engineer  
F. M. Griffith, Supervisor B. and B.  
B. A. Frazer, Claim Agent  
L. C. Glassmeyer, Sec'y R. R. Y. M. C. A.  
H. A. Remly, Carpenter Foreman  
Charles Behymer, Signal Maintainer  
E. C. Mitchell, Road Fireman  
C. W. Clark, Road Brakeman  
M. J. Haney, Yard Conductor

W. J. Neal, Trainmaster  
G. W. Greenert, Chief Train Dispatcher  
C. Persinger, Supervisor Signals  
J. H. Arthur, Supervisor Track  
J. B. Herring, Asst. Eng. Cons. Dept.  
Gus Rath, Section Foreman  
E. Giles, Carpenter Foreman  
Tim Delaney, Yard Engineer  
F. J. Hoffmeier, Road Conductor  
Burt Baumgartner, Yard Conductor  
A. E. Bittiers, Sec'y to Supt., Secretary

Meeting held April 14, 1929

### ABSENTEE

F. J. Hoffmeier, Road Conductor. On vacation; represented by W. T. Davis.

### VISITORS

J. R. Dawson, Safety Inspector  
L. C. Jones, Road Conductor  
A. E. Hannes, Trainmaster

49. B. V. Yeager, Brakeman. Instructions issued that while inspecting trains and letting brakes off trains not to back up in doubling over until find out where entire crew is located.

55. S. P. Murphy, Pipefitter. Tracks on Pits Nos. 10, 11, 12 and 13 and water track, Covington, lowered at turntable.

58. E. C. Mitchell, Road Fireman. Repaired step on east side of Commuter Car No. E-4.

60. George T. Prout, Foreman, Mechanical Department. Hooks installed on outside of wall to fasten double doors at west end of Machine Shop, Covington, open, and instructions issued in regard to using same.

67. Tim Delaney, Yard Engineer. Sections of railing on Chesapeake and Ohio Bridge, Covington, left out for certain signals, but strands of rope provided for temporary protection.

68. W. D. Arnum, Roundhouse Foreman. Repaired floor in Engineers' Registering Room, Stevens.

69. H. Wenzel, Gang Foreman. Repaired boardwalks between tracks 1, 2, 3, 4, 9 and 10, repair track, Yard 5, Stevens.

70. Peter Jacobs, Machinist. Repaired unloading platform east of mill platform, Stevens.

71. Peter Jacobs, Machinist. Renewed boards in walk, west end of Planing Mill, Stevens.

## Covington Shops

C. B. Hitch, Master Mechanic, Chairman

L. A. Franxman, Secretary  
W. F. Farmer, Boilermaker  
D. P. Murphy, Pipefitter  
W. H. Stowasser, Storekeeper  
B. J. Stallo, Blacksmith Helper  
T. B. Thomson, Electrician

W. V. Hinerman, General Foreman  
W. H. Drew, Crane Engineer  
Elzie Pennybacker, Car Cleaner  
J. O. Bast, Machinist  
Howard Page, Helper

Meeting held April 12, 1929

### ALL MEMBERS PRESENT

### VISITOR

J. R. Dawson, Safety Inspector

27. W. H. Stowasser, Storekeeper. Concrete walk installed at Shop Gate, Covington.
78. Inspection Committee. Trucks used around Shops repaired.
82. D. P. Murphy, Pipefitter. Countersunk screw placed on chuck of pipe machine in Pipe Shop.
84. R. H. Fuess, Roundhouse Hostler. Repairs made at Coal Dock, south end, and unsafe condition corrected.
96. J. O. Bast, Machinist. Light installed in toilet at Roundhouse and all wiring placed in conduit.
97. D. P. Murphy, Pipefitter. Steel bins made to put bolts in, Machine Shop.
98. W. F. Farmer, Boilermaker. Renewed handles on valves at Lye Vat, Covington Yard.
99. J. O. Bast, Machinist. Small board over pump at Drop Pit, Roundhouse, made secure and all repairs necessary made.
100. T. B. Thomas, Electrician. Renewed hinge on water hole cover, between coach and vestibule tracks, Coach Yard, Covington.
101. T. B. Thomson, Electrician. Glass put in door to Car Cleaners' Locker Room, and wording "Look Before Opening" stencilled on door.
102. T. B. Thomson, Electrician. Put glass in door to Battery Room and wording "Look Before Opening" stencilled on door.
103. J. O. Bast, Machinist. Replaced light globes at Pit No. 1, Drop Pit.
104. T. B. Thomson, Electrician. Renewed water pipe in third water box south of Ice House crossing.
105. Elzie Pennybacker, Car Cleaner. New hose installed on steam pipes, Car Cleaners' Locker Room, Covington Passenger Yard.
106. G. C. Ervin, Foreman Pipefitters. Removed old rack from Pipe Shop.
107. G. T. Prout, Department Foreman. Installed cover on sewer trap, outside of Tank Shop.
108. W. F. Farmer, Boilermaker. Changed gear guard in Boiler Shop.
109. D. P. Murphy, Pipefitter. Cut off ends of rails Pits Nos. 1 and 4 in Back Shop.
110. J. O. Bast, Machinist. Repaired 100-ton jack in Drop Pit.
112. D. P. Murphy, Pipefitter. New steel rack installed in Tin Shop.
112. D. P. Murphy, Pipefitter. Foreman of Laborer Gang instructed to visit scrap-iron car every day and see that scrap is loaded in proper manner.

## Stevens Shops

C. B. Hitch, Master Mechanic, Chairman

M. S. Williams, A. R. A. Clerk, Secretary J. P. Pye, General Foreman  
John Hood, General Car Foreman L. M. Krout, Storekeeper  
Wm. Sheets, Car Repairer E. Van Orman, Car Repairer  
P. Jacobs, Machine Operator Ben Shoo, Laborer  
J. B. Cavanaugh, Machinist S. Menninger, Pipefitter  
J. Culbertson, Boilermaker E. L. Smith, Blacksmith

Meeting held April 11, 1929

### ABSENT

C. B. Hitch, Master Mechanic, Chairman. Out of city; J. P. Pye acted Chairman.

### VISITORS

J. R. Dawson, Safety Inspector  
L. J. Jacobs, Foreman Planing Mill

9. Inspection Committee. Shield put around belt to stoker fan in Boiler Room.
39. S. Menninger, Pipefitter. Walkway in front of colored toilet, between Roundhouse and Machine Shop, repaired.
40. J. Culbertson, Boilermaker. Stickers put on bottom of ladder leading to shaving car.
41. Wm. Sheets, Car Repairer. Repaired step on Commuter Coach E-4.
42. E. L. Smith, Blacksmith. Board renewed in coupler shed.
43. L. Schedler, Tool Car Foreman. Repaired walk on West Lead.
44. P. Jacobs, Planing Mill Machine Operator. Wheel platform repaired.
45. Wm. Sheets, Car Repairer. Walk between tracks 3 and 4, Yard 5, repaired.

## Cincinnati Freight Station

J. T. Earle, Agent, Chairman

A. E. Burks, Assistant Agent W. S. Creekbaum, General Foreman  
M. Menkhaus, Secretary J. B. Jones, Foreman  
George T. Noeth, Claim Clerk Wm. T. Smith, Check Clerk  
H. W. Cobble, Check Clerk H. Seaman, Stower  
Peter Moline, Trucker

Meeting held April 12, 1929

### ALL MEMBERS PRESENT

### VISITOR

J. R. Dawson, Safety Inspector

13. George T. Noeth, Claim Clerk. Lights being installed along truckway, on north side of Freight House.
28. W. S. Creekbaum, General Foreman. Sketch prepared and furnished Stores Department at Huntington so that when necessary to renew wooden car brows on endplates, they be bolted instead of screwed.
46. George T. Noeth, Claim Clerk. Hopper No. 4 Coal Viaduct repaired.
54. W. S. Creekbaum, General Foreman. Electric wires at Park Street Freight House being put in good condition.
8. Wm. T. Smith, Check Clerk. Two long brows furnished to span 2 and 3 tracks at Third Street Freight House.
10. Peter Moline, Trucker. Repaired lights in center of Park Street Freight House.
11. George T. Noeth, Claim Clerk. Repaired window on third floor, back of Rate Clerk's desk.
13. J. T. Earle, Agent, Chairman. Fastened stair railing on second floor securely.
14. George T. Noeth, Claim Clerk. Renewed shield covering drain pipe from toilet in Baggage Room.

## Chicago Division

G. J. Derbyshire, General Superintendent, Chairman

W. M. Lynch, Trainmaster Margaret M. Waite, Sec'y to Gen. Supt.,  
H. A. Bertram, Asst. Division Engineer Secretary  
E. T. Meador, Conductor W. G. Hammack, Claim Agent  
T. F. Carroll, Switchman Edward Haley, Brakeman  
G. Schultz, Switchman D. E. Deal, Switchman  
Frank Ridgway, Engineer T. N. Cavanaugh, Yard Clerk  
C. M. Hyman, Operator Raymond Hopper, Fireman  
Val Roedel, Water Service Foreman W. A. Brown, Section Foreman  
Robert Lees, Bridge and Building Foreman

Meeting held April 9, 1929

### ABSENT

T. N. Cavanaugh, Yard Clerk. Illness in family; known too late to have substitute.

### VISITORS

J. R. Dawson, Safety Inspector C. T. Markli, Road Fore. of Engines  
A. W. Leibfarth, Road Fore. of Engines E. J. Eastin, Supervisor Track  
W. A. Swartz, Chief Dispatcher R. K. Johnson, Supr. Water and Signals  
K. H. Knox, Asst. Trainmaster S. Ryan, Supervisor Track  
F. S. Harris, Assistant Cost Engineer Ray Stanfield, Brakeman  
W. H. Sparks, General Inspector M. Monahan, Conductor

8. J. R. Dawson, Safety Inspector. Repaired steps on caboose 90535, Ashland.
15. Inspection Committee. Hand-holds installed on caboose 90427.
16. J. R. Dawson, Safety Inspector. Repaired light on building, west end of Passenger Station, Peru.
17. D. E. Deal, Switchman. Repaired cover over water lug connection at northeast corner of Yard Office, Peru.
18. G. A. Schultz, Switchman. Repaired right front footboard on engine 994, Muncie.
19. E. T. Meador, Conductor. Trimmed trees at west end of passing track, opposite Pump House, English Lake.
20. Inspection Committee. Rubbish cleaned up from between east end of Freight House and Coal House, Peru; and instructions again issued that boards with nails in them be turned over or removed.
24. Inspection Committee. Instructions issued that papers be separated from trash at Shops and burned in incinerator.

## Peru Shops

R. G. McKee, Master Mechanic, Chairman

C. T. Bryant, General Foreman W. H. Smith, Secretary  
W. H. Deen, Boilermaker Foreman F. M. Phillabaum, Storekeeper  
Ches. A. Hull, Machinist Frank Williams, Boilermaker  
Herbert Hoos, Pipefitter Helper W. K. Brown, Car Repairer  
A. Flatt, Blacksmith Marion Bennett, Laborer  
B. T. Packer, Car Repairer Helper

Meeting held April 9, 1929

### ALL MEMBERS PRESENT

### VISITOR

J. R. Dawson, Safety Inspector

12. L. D. Hoffman, Machinist. Wheels removed from around wheel press in Mill Room.
13. W. K. Brown, Car Repairer. New pipes and pans applied to drinking fountains in Car Yards.
14. Otto F. Graff, Machinist Helper. Repaired floor around last stall in Back Shop.
15. Herbert R. Hoos, Pipefitter Helper. Repaired gauge on Roundhouse burner; also threads on hose connection repaired.
18. W. K. Brown, Car Repairer. Practice of cleaning out cars and burning rubbish close to cars, Car Yards Light Repair track, discontinued.
19. W. K. Brown, Car Repairer. Loading platform, Track No. 31, Car Yards, repaired.
20. W. K. Brown, Car Repairer. Repaired walkway to Lumber Yard.

## Chicago Terminal

J. A. Barker, Superintendent Terminals, Chairman

C. L. Roche, Secretary to Superintendent Terminals, Secretary  
E. F. Clarke, Agent  
M. Haggerty, Foreman  
T. J. Sheehan, Check Clerk  
T. Ratchford, Stower  
J. Murphy, Stower  
Miss Nell Griesheimer, Clerk  
H. P. Hathaway, Assistant General Freight Agent  
M. J. Wheeler, Assistant Special Agent  
Tony Morino, Delivery Clerk  
T. Crowley, Loader  
T. Grace, Truckee  
F. Katich, Clerk  
Wm. Pierce, Yard Conductor

Meeting held April 10, 1929

### ABSENTEE

F. Katich, Clerk. On account of illness; represented by F. C. Keiterling.

### VISITORS

J. R. Dawson, Safety Inspector  
Thomas O'Byrne, Caller

17. W. J. Sands, Inspector. Repaired roof of team track Foreman's Shanty.
18. W. J. Sands, Inspector. Replaced glass in window on team track Foreman's Shanty.
21. H. P. Hathaway, Assistant General Freight Agent. Corner of metal cabinet rounded.
22. J. Victor, Clerk. Porter's locker changed so that when door is opened unsafe hazard is eliminated.

## More Than 24,000

(Continued from page 19)

ley, 912 officers and employes and 7 visitors attended the lectures, and on the Erie Railroad, 8,001 officers and employes and 298 visitors were in attendance, making a total of 24,163 officers, employes and visitors visiting the Safety Instruction Car during the period of eleven months.

There were 527 lectures given as above described.

It must be recognized that Safety, Efficiency and Economy are the three great principles upon which civilization depend.

To accomplish these in our railroad industry, it is necessary that every employe shall be trained and thus become qualified as master of the duties to be required of him.

It is essential that he give his undivided attention to the performance of his duties and close care in the protection of his body.

When this happy point is reached, it naturally produces efficiency, and when an employe has been developed to this point it becomes naturally an easy matter to train him in the use of well-balanced reason in the economics of life in order that he may preserve the products of his toil, to serve him in periods of affliction and in the evening tide of life.

It should never be overlooked that man must be at all times the master and governor of all devices in his charge.

I sometimes feel unhappy in the thought that too much reliance is being placed upon mechanical devices and safety appliances and not enough on the human government and guidance of these devices and appliances.

We know that it is the mind of man that is responsible for all the great accomplishments that civilization now enjoys and the mind of man must be so trained and cultured as to master these devices in their proper and safe methods of operation.

The automatic air brake is one of the most powerful Safety appli-

ances known in the transportation service, and yet the air in the brake cylinders is of no more effect to control the train under normal conditions than the air in the Engineer's lungs, unless he, with his mind, directs the movement of his hands to make the proper use of the brake valve.

The same is true of the automatic signals. They mean nothing unless the mind of man recognizes their indications and governs his train accordingly.

I find where our supervising forces show a lively interest in the cause of Safety, that they are supported to the same degree by the employes in their charge. This applies also to the Conductors, Engineers, Yard Foremen, Shop Foremen and Section Foremen, who have the first opportunity to train and impress the young employe when he enters the service, for his mind and disposition are more receptive at this time to receive instruction both by word and action than at any other period of his service.

Safety is not only a sentiment, it is an economic necessity. We know that if men are to found and govern cities, to build bridges and make roads, to establish universities, sail ships and sink mines, create educational systems and policies, *they must work together and not against one another.*

Surely, these things are as obvious as the fact that there can be no hives unless the bees work as a colony and along the lines of mutual aid; this is both the key and object of the Safety cause.

It is this doctrine that we have tried to implant in the minds of all those who have attended our lectures in the Safety Instruction Car, and we have found at every place that we have visited that employes of all classes have attended lectures and viewed our pictures with open minds and, according to the expressions heard, and all other indications, the employes and officers have been in close accord, that the service of the Safety Car is interesting, in-

structive and educational, and most important of all, of great value to the individual in the protection of his life and limb.

I should like to take this opportunity to express my appreciation of the splendid co-operation and support of all with whom I have met thus far in the work.

We shall move from time to time in the next eight months over most of the Eastern General Division, and nothing will give me more pleasure than to meet my old friends again and to join hands and heads in so helpful an undertaking.

I do not believe that a man can leave a greater legacy to the human race than to train his successors to excel him.

## Commendable Records

(Continued from page 38)

H. L. Burton, Conductor, and G. Smith, Engineman, from Peach Creek, W. Va., to Russell, Ky., April 4.

L. R. Dingess, Conductor, and J. O. Leadman, Engineman, from Handley, W. Va., to Russell, Ky., April 20.

## Hinton Division

H. T. Brown, Superintendent

E. W. Chambers, Engineer, and J. W. Burdette, Conductor, from Handley, to Hinton, W. Va., April 10.

R. Miller, Engineer, and S. W. Poore, Conductor, from Handley to Hinton, W. Va., April 10.

W. A. Womack, Engineer, and T. M. Frazier, Conductor, from Handley to Hinton, W. Va., April 11.

H. B. Wykel and W. S. Thomas, Engineers, and A. D. Cales, Conductor, from Handley to Hinton, W. Va., April 11.

J. E. Donovan, Engineer, and E. P. Foster, Conductor, from Handley to Hinton, W. Va., April 10.

J. P. Burger, Engineer, and P. H. Mannix, Conductor, from Handley to Hinton, W. Va., April 11.

# HOCKING VALLEY

## FIRST AID-FIRE PREVENTION-ACCIDENT PREVENTION

E. R. Cott, Supervisor of Safety

Room 5. Spahr Building, Columbus, O.

### Maintenance of Way Safety Committee

W. L. Roller, Engineer, Maintenance of Way, Chairman

A. J. Patterson, Supervisor of Signals	J. W. Vogel, Scale Inspector
F. A. Dirnberg, Supervisor	N. A. Hunt, Section Foreman
E. C. Snouffer, Supervisor	Ira Scott, Section Foreman
F. A. Sparks, Supervisor	George Peck, Section Foreman
F. A. Matthews, Supervisor	C. E. Welker, Carpenter Foreman
L. J. Quinn, Supervisor	J. Miller, Leading Signal Maintainer
C. H. Ward, Supervisor	H. G. Amerine, Leading Pipefitter
A. O. Bowers, Supervisor Water Supply	R. H. Price, Clerk, Secretary

Meeting held March 26, 1929

ALL MEMBERS PRESENT

VISITORS

E. R. Cott, Supervisor of Safety  
W. S. Shannon, Safety Inspector  
C. R. Drum, Safety Inspector

### SUGGESTIONS CLOSED SINCE LAST MEETING:

MW. 51. F. A. Sparks, Supervisor. Railing has been placed on stairway leading to basement in Marion Union Station.

MW. 52. C. H. Ward, Supervisor. Open ditch south of Kerrs Station has been tiled and filled in.

MW. 56. Thomas L. Morris, Section Foreman. Stove has been removed from Office Room, Maintenance of Way Tool Supply House, Logan.

MW. 57. C. R. Drum, Safety Inspector. Supervisors instructed to provide box car to haul laborers on work trains when necessary

MW. 58. Frank Weis, Pipefitter. Stove pipe on stove in Roundhouse at Nelsonville has been riveted.

E. R. Kegelmayer, Storekeeper	D. L. Kentner, Engineer
H. E. Hoover, Asst. Road Fore. of Eng.	F. Angle, Conductor
F. A. Mathews, Supervisor	C. Gordon, Assistant Yardmaster
Ferney Ray, Car Repairman	

Meeting held April 2, 1929

ABSENTEE

J. Matchack, Pipefitter. Indirectly informed he had resigned from Committee.

VISITORS

S. Oakley, Assistant Fuel Supervisor  
Wm. Shannon, Safety Inspector

### SUGGESTIONS CLOSED SINCE LAST MEETING:

Col. 153. C. Gordon, Assistant Yardmaster. Tie used for bumping post on Lannan Spur has been moved to avoid striking shed.

Col. 154. M. W. Bowers. Walkway provided on Water Tank at Parsons Roundhouse.

Col. 155. C. Gordon, Assistant Yardmaster. Hand brake on Baggage Car No. 6 has been repaired.

Col. 157. D. L. Kontner. High switch stand has been substituted for low switch stand on main track at Spring Street Viaduct, Yard A.

Col. 159. C. Gordon, Assistant Yardmaster. Guy wire across Allen track has been moved to proper clearance for man on top of car.

Col. 160. E. W. Elleman, Road Foreman of Engines. Instructions issued not to leave car wheels on walkway at Parsons Turntable.

Col. 161. C. Gordon, Assistant Yardmaster. Shut-off valves on rear of tanks on engines have been installed and instructions issued as to how to use them.

Col. 162. J. Matchack. Replacement of steps from Parsons Avenue to walk to Yard Office.

Col. 164. P. A. Corey. Clerk in Agent's Office have been instructed as to the proper way of delivering packages of bills down the stairway to Yardmaster's Office.

Col. 165. S. Thompson, Boilermaker. Lock has been furnished for door leading from Roundhouse Boilermaker's Dressing Room.

Col. 169. R. S. Maple, Brakeman. Pipe on Igle track has been moved to provide proper clearance for man on side of car.

Col. 170. H. B. Grout, Conductor. Large machine unloaded along track near Fifth Avenue, Columbus, has been moved to legal clearance.

### Mound Street Shops Safety Committee

H. B. Sunderman, General Foreman, Chairman

A. Sanders, Clerk, Secretary	John Compton, Blacksmith
H. M. Chase, Stores Department	Wm. Wirtz, Air Brake Machinist
H. R. Sunderman, Machine Shop Fore.	N. Gregory, Electrician Helper
J. W. McDonald, Pipefitter	W. McKnight, Moulder Helper
J. E. Bitzer, Painter	H. Hirschman, Machinist
R. Carroll, Boiler Shop	C. Riley, Machinist
Floyd Stephenson, Tank Truck Repairer	R. Davisson, Boilermaker

Meeting held April 9, 1929

ALL MEMBERS PRESENT

VISITORS

W. S. Shannon, Safety Inspector  
H. McGuire, Safety Inspector

### SUGGESTIONS CLOSED SINCE LAST MEETING:

MD. 105. H. DeBolt, Machinist. Suction fan installed in Riley's machine to take care of smoke, which was very bad.

MD. 110. John Compton, Blacksmith Helper. Cement was filled in around doors to level up floor in Blacksmith Shop.

MD. 116. J. E. Bitzer, Painter. Lights installed on wall at Stall No. 16, Mound Street.

MD. 122. R. Davisson, Boilermaker. Light on northeast corner of Master Mechanic's Office has been repaired.

MD. 124. Wm. Wirtz, Machinist. Chain block and crane over Lye Vat at Air Room has been repaired.

MD. 125. W. Boyd, Tank Truck Repairer. Boardwalk in front of Tank Shop has been repaired.

MD. 126. J. W. McDonald, Pipefitter. Walk has been repaired back of Hoist Building.

MD. 129. C. Riley, Machinist. New concrete jacking blocks put in Pits 3, 4 and 5 in Machine Shop.

### Walbridge Terminal Safety Committee

F. I. Stump, Terminal Trainmaster, Chairman

P. L. Werner, Chief Clerk, Secretary	R. Weaver, Hostler
F. L. Weber, Roundhouse Foreman	L. Reasoner, Electrician
W. M. Wheatley, Car Foreman	Wm. Shull, Car Inspector
J. E. LeDuc, Storekeeper	Lee Robinson, Air Brake Inspector
N. A. Gordon, Yard Conductor	R. F. Pierce, Agent
F. A. Dirnberg, Supervisor	H. Richert, Air Brake Repairman
R. G. Gaul, Yard Engineer	Wm. Schenck, Dock
D. Brentlinger, Machinist Helper	J. E. Reeder, Yard Brakeman

Meeting held April 4, 1929

ABSENTEE

J. Skahill, Assistant Road Foreman of Engines. On account of sickness.

VISITORS

H. F. McGuire, Acting Safety Inspector  
F. Cook, Air Inspector

### SUGGESTIONS CLOSED SINCE LAST MEETING:

Wal. 175. D. Brentlinger, Machinist Helper. Proper drainage provided for Stall No. 13 in Walbridge Roundhouse.

Wal. 180. C. L. Mead, Yard Conductor. New switch lock has been installed on Sugarbeet track, off southbound running track, between Walbridge and Crandall Road.

### Columbus Terminal Safety Committee

F. L. Conners, Chairman

J. G. Kane, Roundhouse Foreman	W. Larimer, Car Repairman
C. F. Ehrman, General Car Foreman	A. R. Gump, Machinist
P. T. Lannan, Agent	S. Thompson, Boilermaker

### Divisional Safety Committee

W. M. Deeds, Trainmaster, Acting Chairman

W. L. Roller, Engineer Main. of Way	J. H. Keating, General Chairman, Brotherhood of L. F. and E.
J. E. Davis, Master Mechanic	

J. C. McCaughan, General Storekeeper  
A. Ziebold, General Car Inspector  
E. W. Elleman, Road Fore. of Engines  
G. M. Finney, Trainmaster  
H. F. McGuire, Gen. Chairman, O. R. C.  
J. W. Pickett, Gen. Chair., B. O. F. L. E.  
A. R. Miller, Conductor

O. E. Wood, Gen. Chair. Brotherhood of  
R. T.  
Wm. Morgan, Trainmaster  
A. C. Sta nper, Engineer  
C. R. Wagner, Conductor  
S. S. Lane, Engineer

Meeting held April 8, 1929

#### ABSENTEE

W. W. Houston, Superintendent, Chairman. Vacation.

#### VISITORS

W. S. Shannon, Safety Inspector  
C. R. Drum, Safety Inspector

### SUGGESTIONS CLOSED SINCE LAST MEETING:

Div. 50. O. Flesher, Conductor. Suggestion that markers on new cabooses be raised eight inches and moved up ten inches, on account of danger of striking man on forehead while looking over train, disapproved by Central Safety Committee.

Div. 123. Charles E. Forsha, Fireman. Combination flag and lamp brackets have been installed on locomotives.

Div. 146. J. G. Buntz, Conductor. Instructions issued that occupied camp cars must not be moved ahead of engine after night.

Div. 148. A. R. Miller, Conductor. Instructions issued that train orders given Conductors must not be changed after delivery of orders to engine, with block permission on clearance card.

Div. 150. A. C. Stamper, Engineer. Crossover switchstand south of Lancaster moved to provide proper clearance.

Div. 151. C. R. Wagner, Conductor. Instructions issued Yard Crews must not shove cabooses over road crossing at south end of New Yard, Walbridge, without protection.

Div. 152. Ed Hall, Engineer. Crossarm on telegraph pole at Armitage moved to provide proper clearance.

Div. 161. S. S. Lane, Engineer. Jacks, horses, and scrap have been removed along empty repair track at Nelsonville.

## Safety Largely Depends

(Continued from page 3)

Does "Safety First" mean life, death, or permanent disability to you? Or are you cold, passive, and indifferent, just as long as you are spared the horrible results of an accident?

In addition to the responsibility of a supervising officer, it must be remembered that the older employes carry a very definite share of this burden, not only by proper words of caution, but in their every action, they point the way. The young man is prone to follow the example of the older, experienced man, and whether we are conscious of occupying such a position or not, does not affect the actual results. You cannot dodge the responsibility by ignoring it. There are opportunities confronting you in the training of young men which, if taken advantage of, would revolutionize the Safety work. For instance, when a new employe makes his first trip as a Trainman or Fireman, the future of this man is largely determined by the attitude of the Conductor or Engineman under whom he is working. On the day he starts to work, his habits begin to form, either in a safe way or in an unsafe way. It is the most impressionable period for Safety instruction, and I am confident any man would welcome the chance to show a beginner the right way to railroad, which is always the Safe way.

There is usually no difficulty in getting reports of the more serious injuries, but this is not enough. Slight injuries should always be brought promptly to the attention of the Foreman. His interest in seeing that they receive prompt surgical attention will often prevent infection and unnecessary loss of time, sometimes serious results.

Does "Safety First" mean anything to you? If so, get busy today, tomorrow may be too late.

After all, the question of Safety is largely mental, and that brings it home to the employe's family. It would be rather improper, if not impertinent, for me to suggest how the family can help, but certainly a proper frame of mind when your loved one leaves home is a start in the right direction. A kindly suggestion to follow safe practices in his work that day would be a splendid incentive which no man could entirely ignore.

Does "Safety First" mean anything to you? If so, won't you do your part in this great work of saving life and limb?

Our newspapers have recently been commenting on the wonderful performance of the railroads in the United States and Canada in handling more than 500,000,000 pounds of dangerous explosives in 1928 without death or injury to any person. This is worthy of all the praise it has received, but it didn't just happen. This achievement is the result of years of intensive educational work. Safety habit comes from continual practice of Safety methods, and if we can perform one hundred per cent in handling the most dangerous commodity the railroads are called upon to transport, is there any good reason why we cannot handle all of our work without death or injury to any employes?

Each employe has a collective, as well as an individual, responsibility, which can be discharged only by a keen, alert mind, made possible by clean, upright living. So I end as I began—Does "Safety First" mean anything to you? If so, commence now to follow the Safe Way and thus avoid the useless and pitiful waste of human life, which comes from carelessness, thoughtlessness, or indifference. Let us all work to the end that our railroad will be the best and safest road in the world.

## Foreman's First Responsibility

(Continued from page 17)

the best of Foremen, who had the highest standard of relationships with his subordinates, and who always secured immediate and prompt compliance with his orders. I have made an effort to emulate, in so far as I could, the things that came to me out of his life many years after he had passed away, only born to me through my personal experiences. In particular, there was one involving a thing that no doubt has been encountered by many railroad officers and employes, and that is someone belittling the importance of a man's connection with the organization, instead of engendering in him the thought that no matter how small it is essential to the success of the whole, and every man's relationship with his employer should be given the credit it deserves, that he who serves may not feel that his position, no matter how humble, is of no importance, because a little bitterness in any one's soul over a slight of this kind will, without fail, redound to the discredit of those who are responsible for it.

The Foreman's responsibility to his men involves interest in their personal welfare, inquiry into their home life when they are in trouble, and following up cases where they are involved in personal injury to see they are given opportunity for proper attention. There are many things, too numerous to mention, that he may do to endear himself to his subordinates, but the thing which is most important and stands first, in my opinion, is a relationship involving personal contact which enables a supervisory officer or Foreman to justify his stewardship, as through this relationship and close co-operation which occurs when one man loves another, higher and better things are attained which, in the end, mean a safe, efficient and economic performance.

## Majority of Eye Accidents

(Continued from page 20)

these objections to the goggles has defective eyesight, and is in need of medical attention.

Headaches are caused by having the head bands adjusted too tight, which restricts free circulation and causes the frames of the goggles to press hard against the nerve centers surrounding the eyes.

If the head band is adjusted so that two fingers can be inserted between the band and the face, with the back of the band resting on the back of the neck, the goggles will not be too tight, and can be worn with comfort.

Fogging of the lenses from moisture is the most serious of the objections to the wearing of goggles. Manufacturers of goggles have yet to find a method by which this objection can be entirely eliminated.

In order to get the maximum of protection, the lenses of Safety goggles are inclosed in metal or fibre cups, fitted with small openings and fine wire screens to get as much air circulation between the face and lenses as possible without cutting down the degree of side protection.

Naturally, there is restricted ventilation and under certain climatic conditions the lenses fog up quickly.

This can be relieved in part but not entirely by rubbing a piece of soap with a heavy glycerine base on the inside and outside of the lenses, then wipe off dry, or by the use of a little engine oil, if soap is not available.

This fogging of the lenses is, I know, disagreeable, but I feel it is better to put up with a little discomfort and be fully protected than to take a chance of a serious eye injury by leaving the goggles off because of this condition.

The hazard of intense light or glare given off by incandescent gases or metals is considered by some authorities as being greater than that from foreign bodies.

Visible rays produce the sensation of light and color, depending on their intensity and wave length.

The shorter ultra-violet rays and the longer infra-red rays are not seen or felt by the human eye any more than are radio waves. They must be determined by accurate and elaborate scientific apparatus. These rays are called dangerous because no immediate pain sensation is experienced by exposure to them.

When the visible rays are excessive, we know it and shield our eyes,

but when either the infra-red or ultra-violet rays are present in excessive amount, we do not know it until after the damage is done.

These radiations are present in many industrial operations and are of grave danger to the eyesight.

The use of screens and colored lenses is necessary wherever there is an excessive amount of radiant energy present, such as intense light, arc welding, oxy-acetylene cutting and welding, and so forth.

Men engaged in these operations are furnished with the best quality of protective colored lenses that can be bought, but they frequently fail to appreciate the danger they are in themselves or the danger to which they are subjecting their fellow workmen by their failure to properly screen the jobs, or to take the time to get lenses that are best suited for the particular work they are engaged in.

The excuse is often made that they only had a minute's work to do.

If they would only stop to think it does not take a minute to cause someone a serious injury and much suffering, they would come to realize that time spent in properly screening the job before starting to work is time well spent and many eye injuries avoided.

Foremen and Supervisors can do much good work in preventing this type of injury by insisting on the use of all Safety devices

No man will knowingly be the cause of a moment's suffering to his fellowman, but often hurry and thoughtlessness combine to expose many men working in the vicinity of welding and cutting operations to serious eye injuries from which they may never recover.

It is not a pleasant experience to have some man point his finger at you and tell you it was due to your carelessness that he was injured.

This need never happen if employees will use the Safety devices provided for their protection and be thoughtful and considerate of others.

Foremen have a duty here to perform, also, and many eye injuries can be avoided by closely supervising all operations where there is danger to the eyes of the men under their supervision.

## Safety Committee Meeting

(Continued from page 20)

changes in conditions indicate that they have studied the situation and are prepared to offer something feasible in the way of changes or improvements.

As time goes on, the Safety Committees have been impressed that it is to the human element that they can most advantageously give their attention, and the number of unsafe practices corrected by the Safety Committees is far greater today than ever before, greater even than the number of unsafe conditions which they report.

The discussion of Illustrative Accidents is one of the most important features of our Safety Committee work. This discussion is intended to bring out the views of those familiar with the circumstances and to broadcast causes and remedies of recent accidents.

There has never been a time in my experience when interest in Safety work has been as high as it is today, for as we have progressed, we have opened our Safety Committee meetings to all employees as well as to the public.

While it would be hard to choose from among the Safety Committees on my territory, that lying east of Handley, W. Va., any single Committee that merits special comment, it so happens that the meeting of the Clifton Forge Safety Committee in April is typical of what, in my opinion, a Safety Committee should be.

The Chairman and twenty-four regular members of the Committee were present, with but one absentee. In addition to this, there were ninety-four visitors, as follows:

Section Foremen.....	18
Maintenance of Way Employees.....	27
Train service employees . . .	36
Assistant Cost Engineers . . .	3
General Superintendent... .	1
Safety Inspector.....	1
Assistant Supervisor Buildings and Bridges.....	1
Car Repairer Foreman... .	1
Special Agent.....	1
Stencil Cutter.....	1
Visitors.....	4
Total.....	94

The business of this meeting was conducted in the prescribed form and lasted two and one-half hours. There were twenty-six new suggestions presented, ten of which had been acted upon favorably and corrected before the meeting was held; twelve of the suggestions presented at previous meetings were disposed of favorably; six illustrative accidents of recent occurrence were discussed by the members of the Committee to bring out the causes and remedies. Members of the Com-

(Continued on page 118)

## The **QWC** Type of Truck Simplifies Wheel Changes



**Because—in a QWC Truck—unlike any other integral side frame truck, wheels and axles are changed *without disturbing brake parts, spring plank, springs, or bclster.***

**THE BUCKEYE STEEL CASTINGS COMPANY**  
COLUMBUS : NEW YORK : CHICAGO : ST. PAUL : LOUISVILLE : LONDON

*Established for Service—  
Maintained by Service*

## The Clifton Forge National Bank

Capital - - - - -	\$ 100,000.00
Surplus and Undivided Profits -	50,000.00
Total Resources Over - - -	2,000,000.00

**Depository for the  
Chesapeake and Ohio Railway**

**4% ON SAVINGS 4%**

**COAL COKE**  
**CABELL COAL CO.**  
INCORPORATED  
COVINGTON, VIRGINIA



***Berwind's Smokeless Coals***

**New River Pocahontas**  
**Telephones 74 and 357**

## School Children

*(Continued from page 19)*

the Long Fork Sub-Division, The Sandy Valley and Elkhorn Sub-Division and the Marrowbone Sub-Division, as well as the Lexington Sub-Division. Arrangements for this campaign were made by our Superintendent, J. B. Harris. Both he and Mr. Bentley gave talks on accident-prevention to the various Rotary Clubs, city councils, and various schools, while Safety Agent Satterfield, with the assistance of the junior officers on the division, made talks to the school pupils at outlying points as well as at all stations. This campaign included talks to 22,580 school pupils, teachers, and others, which required from January 7 to January 17, covering a distance of 337 miles of railroad.

The Safety Car was in direct charge of Mr. Satterfield and his assistant, who operated the moving picture machine showing pictures of demonstrative evidence of disobedience to proper regard of one's physical self. The method of lecture was mainly demonstrative, as it has been found to gain best the child's interest in such a manner. As many as sixteen meetings were held in one day in schools with an enrollment of from three to 984 pupils and a total of 117 talks were made during the campaign.

A special train, consisting of one day coach and the Safety Car, left Ashland with the entire committee. Plans were made to stop at *ALL* schools, stations, and any points where a congregation could be secured. No effort was spared to reach every child and grown person. Upon stopping, it was the assigned duty of one member of the committee to go to the school, gather teachers and pupils, and march them to the car. This request was promptly met. Upon reaching the car, one member handled the group into the vestibule, one member directed them into the car, and one member ushered them to the seats, seating them from front to rear. The group was then turned over to Mr. Satterfield, a talk (not a lecture) of dangers to boys and girls was made which lasted about eight minutes, then the demonstrative pictures of the talk were shown, which required about twelve minutes, a word of instruction was given with each picture slide. This being done, the teacher was handed several posters of children playing on railway tracks and requested to post them at some con-

*(Continued on page 118)*

## What Does Safety Mean

(Continued from page 5)

of appeal, of instruction, of educational advice most usually employed in Safety work.

The thorough investigation of personal injury accidents on our own road seems to confirm this, as the results have proven most beneficial. These investigations form one of the progressive steps, one of the improved methods adopted in the advancement of Safety work. They have as their purpose the determining of the true causes of each accident, with the view of fixing responsibility and avoiding other similar accidents with their sad, serious consequences. So far, no disciplinary measures have been imposed as results of these investigations and it is hoped that they will not have to be resorted to, but should such measures be ultimately determined upon, it will be with the assured confidence that the ends to be accomplished—the saving of life, the prevention of the maiming and disabling of fellow workers, the avoidance of suffering, of sorrow and anguish, of poverty and hardship—are ample justification.

Let us all, collectively, and each one for himself, ponder and well consider the question "What does Safety mean to me?"

## Steady Climb

(Continued from page 21)

1927

2 men injured between 18 yrs. to 20 yrs. old  
4 men injured between 20 yrs. to 30 yrs. old  
6 men injured between 30 yrs. to 45 yrs. old  
3 men injured between 45 yrs. to 60 yrs. old

1928

No men injured between 18 yrs. to 20 yrs. old  
1 man injured between 20 yrs. to 30 yrs. old  
4 men injured between 30 yrs. to 45 yrs. old  
4 men injured between 45 yrs. to 60 yrs. old

## CLASSIFICATION OF INJURIES

### LOCOMOTIVE DEPARTMENT

1927	1928
27 Laborers	10 Laborers
2 Apprentices	2 Apprentices
1 Caller	No Callers
1 Assistant Roundhouse Foreman	No Assistant Roundhouse Fore.
9 Mechanic Helpers	8 Mechanic Helpers
27 Mechanics	9 Mechanics
Total No. of men, 67.	Total No. of men, 29.

### CAR DEPARTMENT

1927	1928
8 Car Repairers	7 Car Repairers
2 Car Repairer Helpers	1 Car Repairer Helper
5 Laborers	1 Laborer
Total No. of men, 15.	Total No. of Men, 9.

**A. R. A. Standard "D" Couplers**  
**Pitt Couplers      Penn Couplers**  
**FOR CARS AND LOCOMOTIVES**

**Pitt Pivoted and "D" Couplers**  
**Designed Especially for Passenger Train Cars**

**Steel Castings for Railroad Use**

**The McConway & Torley Company**  
**PITTSBURGH, PA.**

Richmond, Va., Representative

1231 Mutual Building

## SMALL DROP FORGINGS

**Forged and Trimmed Only or Machined Complete**  
**Modern Heat Treating Facilities**  
**For All Grades of Steel**

**ALSO**

**Common Carriage Bolts**  
**Eagle Carriage Bolts**  
**Cold Punched Nuts**  
**Small Rivets**

**Elevator Bolts**  
**Lag Bolts**  
**Step Bolts**  
**Wrought Washers**

**Machine Bolts**  
**Plow Bolts**  
**Hot Pressed Nuts**  
**Turnbuckles**

**The Columbus Bolt Works Co.**

**Columbus, Ohio**

**QUALITY**

**::**

**SERVICE**

**ORGANIZED 1884**

**The Largest Depository For**  
**State Banks Between Cincinnati**  
**and Richmond**

**Charleston**  
**National Bank**

**"The Old Reliable Bank"**  
**Charleston, West Virginia**

**The Accounts of Individuals, Corporations**  
**and Banks Solicited**

**MEMBER FEDERAL RESERVE SYSTEM**

## Your Banking Business

Regardless of its Size  
will be  
Welcomed At This Bank

### Citizens National Bank

Peru, Indiana

*A Bank of Strength,  
Safety and Service since 1871*

## Mallory Coal Company



**Mallory, W. Va.**

## Why Wait? - Get it Now!

It is better to have it when you need it, than to need it and not have it.

You have to insure your home, before it catches on fire, or you can't get it. You have to buy Life Insurance before you are dead, or you can't get it.

Why not insure your earning power with an income, before you are Sick or Hurt, and can't get it?

Which is the most important thing to you and those depending upon you while you are living: your earning power, your home, Life Insurance, or Automobile Insurance?

You carry Insurance on your life, your home, your automobile, and everything else. The most important thing of all, while you are living, is YOUR EARNING POWER. Protect it against the loss of time on account of Sickness or Injury.

Think it over. You cannot do much with the small monthly premium while working, but You or Yours can do something with \$1,000 or a monthly income which the small monthly premium pays for when Sick or Hurt and unable to work.

## Continental Casualty Company

General Offices: CHICAGO

Canadian Office: TORONTO

## Yesterday, Today, Tomorrow

(Continued from page 9)

unnecessary. Supervision will take care of this part of the work. We no longer employ men to hunt for violation of operating rules.

Safety work of the future will start when the prospective employe makes application for employment. Physical and mental examination will be made to determine the applicant's fitness, not only for employment but for the particular work for which he makes application. Examination will follow through the period of employment at intervals for the purpose of checking earlier examinations and to prevent disease, either physical or mental.

The new employe will be given a course of instruction in his particular line and will start out in his work with a thorough understanding of it and know also something of the ideals of the corporation with which he is employed.

Sanitation, lighting, ventilation, fatigue, heating will be studied more closely than it is now, and such factors as produce improper reaction will be eliminated.

Sickness that robs many an employe of his pay check and the Company of the employe's productive service will cease to become merely an individual matter and the plant doctor and nurse will come into general employment. Perhaps it is not too much to expect that even the psychologist will have an important part to play in the Safety work of the future.

We are learning that there are many outside factors involved in accidents—rest, worry and home conditions may be the cause of an accident that today we charge to carelessness, and the Safety program of the future will concern itself with these problems.

There may be some who think that such views are visionary, but the things now being done were never dreamt of when organized Safety work began about twenty years ago.

We have learned that the "distinguishing mark of a real civilization is respect for the length as well as the breadth of life" and that accidents on a railway are results of one or more causes and that they indicate some fault in plant or man; that efficiency, economy and production are no kin to accidents, but rather that an accident is a distress signal that somewhere something is wrong.

## The New Huntington Bank Building

for a

## Columbus Office

The new Huntington Bank Building offers the most completely organized service here available.

HUNTINGTON BANK BUILDING  
Suite 311-12, Columbus, Ohio



The Safety worker who is abreast of the times and who looks forward can never be convinced that there is an irreducible minimum of accidents.

We visualize the day, not so far hence, when the Hocking Valley and the Chesapeake and Ohio will undertake with a fair measure of successful prospect a "No-Accident Year".

*God speed the day!*

### Discipline Follows

*(Continued from page 6)*

Safety contests and rivalry is increasing. Each department must work with every other department to promote Safety, for their operating problems are inter-related and the work done by one affects the other.

We believe in the Safety movement, because it is both humane and good business, tending as it does to eliminate both human and economic waste. We believe in the movement because it is a visible expression of the soul of business.

We believe in the Safety movement because it provides additional avenues of sympathetic contact between employer and employees, resulting in increased friendliness and better understanding of the problems on both sides. We believe in the Safety movement, for it offers opportunity for service and, finally, because women and children who send husbands and fathers each morning to man our trains, Shops and tracks, have a right to expect them to return home safely at night. We express our guardianship through the Safety movement. Finally, we have adopted as our slogan, "We are our brother's keeper".

### Individuals to Blame

*(Continued from page 10)*

should be never to be on the track, but rather between the tracks or at the side of a track. The next is, if his duty actually calls him to go on, or be on the track, to use his senses of sight and hearing to know without the peradventure of a doubt that he is not in the way of a moving engine or car.

It is just as sure and true with all the hazards and dangers of Shops, Yards, repair work and other occupation.

Safety is personal. It is also collective.

You must believe in Safety, you must act Safely, and you may then live Safely.

## American Creosoting Company

*Incorporated*

Louisville, Kentucky

Engages in prolonging the life of Chesapeake and Ohio ties and timber, by preservative treatment, at their Russell, Kentucky, plant

## THE NORTH AMERICAN COAL CORPORATION

UNION TRUST BLDG. CLEVELAND, OHIO

## CLEAN COAL *for* EVERY PURPOSE

Pittsburgh Terminal Youghiogheny Gas and Steam  
Logan Co., W. Va. Gas, By-Product, Steam & Domestic Coals.  
Powhatan—Pittsburgh No. 8—W. Va. Splint  
Atwater Pocahontas

Wabash Bldg., Pittsburgh, Pa. 2nd Nat. Bank Bldg., Toledo, Ohio  
Prudential Bldg., Buffalo, N. Y. Canada Coal Ltd., Toronto, Ont., Can.  
2nd Nat. Bank Bldg., Akron, Ohio No. 1 Broadway, New York City



## First National Bank

Cincinnati, Ohio

*We Invite Your Savings  
Account*

CAPITAL AND SURPLUS OVER TEN MILLION DOLLARS

## Typical Safety Meeting

(Continued from page 18)

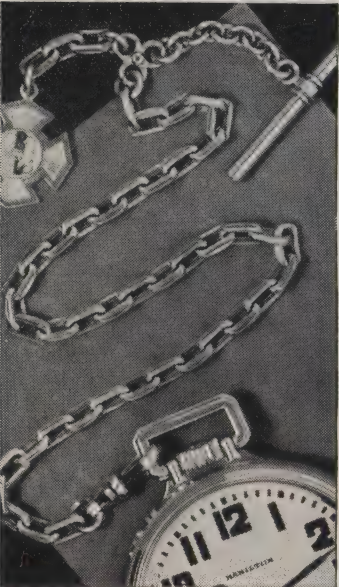
personal obligation and responsibility, one to another, to their railroad and to society, that we may all have a better and truer sense of the value of the personal relation which, after all, is the key-note in the music of success, the keystone in the arch of permanency and efficiency of any organization, be it social or industrial.

I wish that I might tell you in an understandable way, of the thoughts that present themselves as I visualize that typical Safety meeting; that I might picture to you this group as they go about the business of making this a safer, better Railroad to ride

on, ship by, and work for, their businesslike procedure in the matter of throwing a protection about your health, your wealth, your Safety, and the systematic way in which they grind in the mill of common sense, the grist which comes before them, carefully separating the chaff of the useless and the impractical, from the kernels of constructive thought and useful fact, the out-turn, a practical program for Safety and efficiency. I wish that I could bring these folks before you, these men and women who are giving so gladly and freely of their time and thought, that you and I may live longer, and fare better, "in the land which the Lord, our God, has given us". Were I the Master Painter

who could paint this picture so that you could see it as it should be seen, I could bring vividly before you those intangible things for which they strive, for they are intangible, not readily apparent to the casual glance, those savings in blood, agony, and monetary loss which are accomplished through the practical application of the Safety idea, and that idea is the ideal of the Safety meeting. Although I may not do that, I can offer you a suggestion which is still better, if you will but harken to it; it is this, to misquote Caesar, that you "Go, See and Be (yourself) Conquered", and being conquered, sold, not to slavery, as were Caesar's victims, but to a crusade that is waging a war against criminal negligence and ignorance; fighting that we may harvest more of success and happiness, reap less of disaster, suffering, death, and mutilation. There are safe ways to perform our labors; sane ways to pursue our pleasures, and there is profit and a lesson for us all in the Safety meetings if we will but "Go, See, and Listen". So, jump in, Mr. Old Timer, Mr. Comelately, and Mr. Everybody, the water's fine; jump in and do your share and share in one of the most profitable games in the world today.

These co-operative and the further qualified co-operation Safety meetings are and will continue to be major factors in our Railroad's future, and they bespeak the genius of the social engineers, if I may use that term, in our ranks, in that they have been able to dig down through the unstable sands of suspicion, the uncertain muck of distrust, that was their heritage, and have builded thus upon the bed-rock of common sense and good will, these wonderful structures for the promotion of Safety, loyalty, and efficiency.



### A GOOD WATCH DESERVES A GOOD CHAIN

... You live with your watch-chain, so you know the job it's up against. Dirt, grime, handling—it meets them all. And it *still* has to stay good looking—especially when a fine Hamilton hangs on the end.

But a Simmons Chain is equal to the job—and this Simmons Chain particularly. It is designed especially for railroad model No. 5—"Hamilton's newest contribution to beauty in railroad watches." The number is 30876, and the price of the chain only, in yellow gold-filled, \$8.25. In green or white gold, or a combination of the two, \$10.50. The next time you have your watch inspected, look this chain over. R. F. Simmons Company, Attleboro, Mass.



## BUFFALO BRAKE BEAM COMPANY

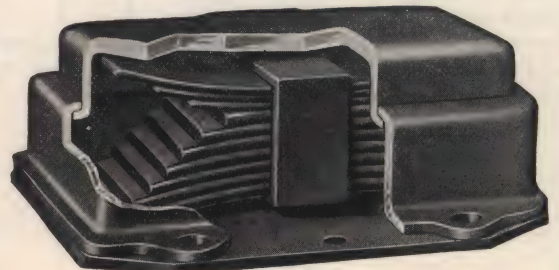
### "LITTLE GIANT" ABSORPTION SIDE BEARING

Side Bearings in constant contact, with absorption clearance.

Normalizes car body with trucks.

Reduces car roll, eliminating dynamic thrusts.

Increases the life of truck springs.



NEW YORK

BUFFALO

## Personal Work is Helpful

(Continued from page 15)

injuries was commenced. These investigations are conducted by the supervising officers to whom the injured man reports, and the Safety Inspector. These investigating committees go on the ground as promptly as possible, make an examination of the equipment, tools, and other conditions; question all witnesses, and secure all the available information about the injury.

These prompt and thorough investigations result in much information being gained which is used to prevent the recurrence of such an injury.

A study of personal-injury records shows that many more personal injuries are due to man failures than to unsafe conditions. The investigations which are made, and which result in the correction of many unsafe conditions and practices, also have the effect of increasing respect for Safety Rules and practices, and creating the mental condition which makes men eternally vigilant.

The Safety record of the Transportation employees of the Richmond Division is due to the excellent conditions in our terminals and on the road, the excellent condition of track and equipment, to the alertness these employees display in observing Safety Rules and practices in the performance of their duties, and the work of the division officers and Safety Inspectors investigating the causes of personal injuries thoroughly and promptly, and using this information to prevent similar injuries.

## Working for Fourth Straight

(Continued from page 18)

year with the lowest number of personal injuries per million man-hours, which resulted in their being declared the winners in the 1928 contest.

The department has entered the 1929 contest with the feeling that it has won the three preceding contests and it would be just too bad to lose it. Also that a case has been provided for the trophies that have been won that will not be complete without the 1929 award. It is expected that by concerted action of employees, the personal injuries will be reduced during 1929, with the result that the trophy will be secured.

One of the greatest helps to reducing personal injuries is the main-

tenance of Shop properties in clean and orderly condition. Remove all stumbling hazards, provide proper places for and methods of handling material; eliminate the accumulation of scrap in Shops and keep all buildings lighted as well as facilities will permit. Teach new employees how to perform their duties in a safe

and satisfactory manner, as it has been found that employees become more interested in Safety measures, the production of the shop or department when their surroundings are such that they take a personal interest and become boosters for all worthy activities that may be put before them.



# AN EDUCATIONAL FORCE

## that has Earned the Confidence of Modern Business

THE present widespread interest in adult education has brought forcibly to the attention of business men and educators the problem of the grown worker, denied vocational training in his school days, who wishes to extend his knowledge and increase his efficiency.

To the International Correspondence Schools this is not a new subject. Adult education has been their business for thirty-eight years. It was in 1891 that the I. C. S. undertook, virtually single-handed, to solve the wage-earner's study problem on a practical basis. At that time an ambitious worker who felt the need of further education along the line of his employment had only one place to turn—the new school of home instruction that was growing up in Scranton. He was carefully and conscientiously taught, and if he had the character to match his training, he invariably became more valuable to his company.

It was not long before far-seeing executives began to appreciate the possibilities in this new idea. They recommended students for instruction and proved for themselves the benefits of the I. C. S. system. Since that time the vast growth of the International Correspondence Schools has been paralleled by the development of a well-founded confidence on the part of employers everywhere.

The I. C. S. has become the right arm of Industry. Thousands of its students, past and present, occupy responsible positions as foremen, superintendents and managers in the organizations where they work. And as new conditions demand an increasingly high proportion of trained men in nearly

every field, industrial and business leaders are depending more and more strongly upon the International Correspondence Schools to give their workers this training. Even executives with college degrees find in I. C. S. courses the specific knowledge which their work demands and for which a general education has not fitted them. More than eight per cent of all I. C. S. students are college men.

Modern business has a right to expect four things from an institution that offers educational service to its employees:

1. Appreciation of the employer's point of view and willingness to co-operate with him in helping the student select the courses that will be most useful in his work.
2. Sound, competent instruction and the best possible texts.
3. The financial ability to fulfill every obligation.
4. A sincere interest in every student's progress and the encouragement that will keep him studying until he has acquired the training he needs.

These are matters of principle with the I. C. S., and have been for a generation. Upon their scrupulous observance has been reared a structure of business confidence such as few enterprises have been privileged to enjoy.

*Ralph E. Neers*

President

# INTERNATIONAL CORRESPONDENCE SCHOOLS

FOUNDED 1891

SCRANTON, PENNA.

EMPLOYEES OF THIS ROAD WILL RECEIVE A SPECIAL DISCOUNT

**Clifton Forge Grocery Co.**

INCORPORATED

**WHOLESALE GROCERS**

Clifton Forge, Va., and Marlinton, W. Va.

**J. T. Allen & Co.****RAILROAD WATCHES**Watch Inspectors for  
Chesapeake & Ohio, S. A. L., Southern  
and N. & W. Rys.

1323 E. Main St., Richmond, Va.

**PATENTS**BOOKLET FREE HIGHEST REFERENCES  
PROMPTNESS ASSURED BEST RESULTSSend Drawing or Model for Examination  
and AdviceWATSON E. COLEMAN, Patent Lawyer  
724 9th St., N. W., Washington, D. C.**Paintsville National Bank**

Paintsville, Kentucky

**Capital and Surplus \$400,000.00**

3% Interest Paid on Savings Deposits

**SAFETY  
FIRST****FIRST NATIONAL BANK***"The Friendly Bank"*

CLIFTON FORGE, VA.

**SERVICE  
ALWAYS****Capital and Surplus \$150,000.00****Resources \$2,000,000.00**J. C. CARPENTER, Jr., President JOHN R. PAYNE, Jr., Active Vice-Pres.  
R. O. ARTZ, Cashier*We Serve Thousands of Chesapeake and Ohio Employees  
Let Us Serve You***BOONE COUNTY COAL CORPORATION**

PRODUCERS OF

**BOONE-CHILTON BY-PRODUCT COAL****EXECUTIVE OFFICE**133 South Fourth St.  
Philadelphia, Pa.**GENERAL OFFICE**

Sharples, W. Va.

**School Children***(Continued from page 112)*

spicuous place in the school, also to say a word or two of warning to their pupils each day.

In such communities where the school enrollment was too large for the car to accomodate them, it was necessary to hold the meeting in the school assembly room. After school hours the car was used for the benefit of some employes' gathering and receiving a lecture with demonstrative motion pictures shown. Of every picture shown, there was a lesson by which some employe would profit.

In the evening, lectures were made to Rotary Clubs, city councils, or a gathering of citizens.

Was it beneficial? Yes, many times. To the school children, untold misery will be deprived of its victory—mothers have spent easier hours of thoughts and fathers less worry of where his boy is while he is at work. The benefit will grow as the children grow and the very children talked to by Mr. Satterfield during this campaign, as I see them from day to day, wish to know when the Chesapeake and Ohio Railway Company will again send the Safety Car to visit them.

**Safety Committee Meeting***(Continued from page 111)*

mittee reported eleven unsafe practices which they had observed and corrected among their fellow employes since the last meeting. Interesting talks were made by a number of the members of the Committee, and by the General Superintendent, who was present throughout the entire procedure.

Following the business session, the Supervisor of Bridges and Buildings and his sextet furnished musical entertainment.

It can be readily seen from the above brief outline, which in no way does justice to the interest and enthusiasm shown by the members and visitors at the meeting, that there has been developed a splendid spirit of interest and co-operation and good fellowship that renders our Safety Committee meetings of tremendous value to the employes and the Railway Company, not only in promoting Safety, but in every other feature that is necessary to improve railroad service.

Now, let us all work along these lines, mount the elevator of life, reduce our present accident rate and make ourselves known as the best Railroad in the world.

## Safety Work

(Continued from page 61)

It has been my desire in this paper to show that Safety has been given an important part in our organization; that it is the wish of the Management that that part shall be played efficiently; that the wish of the Management is being acknowledged by both general and local operating officers, and that the employes have supported the Safety movement in a whole-hearted manner.

As to the future, a number of railroads, in no way incomparable with ours, have demonstrated that an accident rate among employes of from 2 to 7 injuries per million man-hours can be made, for they have made it. Our rate of 11.07, in 1928, while a great improvement over previous years, and the most favorable we have ever made, is still much too high, but with an accentuation of the work we are already doing, and special attention to units or departments which are not progressing or are falling behind, I believe the present year will again see a decrease in both fatal and non-fatal injuries, and expense occasioned thereby. We should have fewer train accidents and expense for clearing wrecks, and thereby demonstrate again that when and where the investment in Safety meets the need, it will always be found a paying investment.

## Millions for Safety

(Continued from page 60)

years directly designed to bring about increased safety in rail transportation. This immense outlay does not include the cost of operation or maintenance of the safety devices installed, or interest or taxes, nor does it take into account the additional millions spent annually for better equipment and improvements in other facilities, all of which tend to increase safety.

Results of all these expenditures, coupled with the combined efforts of officers and employes, are shown in the steadily improving safety record reported by the Carriers.

## Safety in Travel

Five times as many people were killed in automobile accidents every day during the year 1928 as there were passenger fatalities in train accidents for the entire year.

Total fatalities, in 1928, among

passengers, was sixteen out of eight hundred million carried, or only one fatality as a result of a train accident among passengers out of every forty-nine million who boarded railway trains.

On the basis of reports on motor vehicle fatalities from approximately five-sixths of the states, it is estimated that 27,500 persons were killed in accidents during 1928, or that one person was killed for each nine hundred registered automobiles.

Safety of travel by railway trains has increased by more than one hundred per cent in the past five years. Five years ago, the average was one fatality for each twenty-four million passengers carried. Last year, as said above, the average was one fatality for every forty-nine million passengers carried.

The death toll from motor vehicle accidents, in 1928, was six and one-half per cent above the previous year's record.

## Norfolk National Bank of Commerce & Trusts

NORFOLK, VIRGINIA

300 Main Street



Capital - - - \$ 2,500,000.00

Surplus and Profits 2,500,000.00

Resources over - 40,000,000.00

## FOR SALE

POLICE PUPPIES, Sired by Cincinnati's only Criminal Trained Shepherd (Police) Dog, Dago Von Nesesbachtal, Imported. Dam, Iowa Belle.

Wonderful Specimens.

All Papers Furnished.

Inquiries Invited. Prices Reasonable.

FRANK A. BITTERLE

R. R. 8, Sta. L., Box 55, Cincinnati, Ohio

## THE JOHN EVANS LIME & STONE CO.

MARION, OHIO

CRUSHED STONE

HYDRATED & BULK LIME

1880 49 Years of Service 1929

## Unexcelled Facilities

for  
producing

Quality  
Printing

in

ANY QUANTITY

WILLIAMS

PRINTING

COMPANY

Richmond, - - - Virginia

## Island Creek Coal Company

Producers and Shippers of  
Island Creek Coal

Mines: Holden, Logan County, West Virginia,  
on the Chesapeake & Ohio Railway

## GENERAL SALES OFFICE

Dixie Terminal Building, :: Cincinnati, Ohio



**A BLEND for  
EVERY TASTE  
and PRICE**

**Ask Your  
Grocer!**

THE OHIO VALLEY COFFEE CO.  
PORTSMOUTH, O.

## Thousands Attend Jones' Services

L. C. (Casey) Jones, Conductor on the Chicago Division, conducted a series of notable pre-Easter religious services at Russell, Ky., between March 11 and March 31. The arrangements were under the auspices of the Russell Railroad Y. M. C. A., of which A. S. Morgan is General Secretary. A summary of the activities shows that there were conducted in the Y. M. C. A. Building, nineteen morning devotions, with a total attendance of 394; three Sunday afternoon meetings, attended by 285; four Bible Study discussions and fellowship teas, with 95; four for the Y secretarial staff and employes, with 41 present; four vesper services with sermons, with 122; one prayer service, with 8, and showings of the motion picture, "The Life of Christ", with 670 in attendance. There were conducted also twenty-one Shops meetings, with 789; nine on the switch humps, for first, second, and third trick

men, attended by 216 men, and two at the hump office, with 80 present. There were held, in addition to the above, five chapel services in schools, with 1,010 in attendance; twelve meetings in co-operation with Russell churches, with 890; thirty Bible classes in schools, with 643; fifteen Hi-Y club meetings, with 152; three A. R. E. B. club meetings, attended by 27 members, and eight Pioneer club meetings, with 71 present. There were altogether 146 meetings, with a total attendance of 5,493.

In addition to the above, 118 men were visited on three trips to hospitals. Eight men requested prayers; fifty-five personal interviews regarding the Christian life were held. Two men made decisions to enter the Christian life; two men united with the church.

This proved to be a greatly-appreciated co-operative Christian endeavor that brought spiritual refreshing to more than 5,000 persons. Ten different pastors, several Y. M. C. A. Secretaries and laymen gave generously of their time.

## JOURNAL BOX WEDGES

CENTER PLATES

KNUCKLE PINS

BRAKE SHOE KEYS

DRAW BAR YOKES

AIR BRAKE PINS

LEVERS

GUIDES

ALL OTHER FREIGHT CAR FORGINGS

# STEEL CAR FORGE CO.

PITTSBURGH

NEW YORK

CHICAGO

BALTIMORE

# **RICHMOND CAR WORKS, INC.**

GENERAL OFFICES:  
PITTSBURGH, PA., FRICK BUILDING

BRANCH OFFICE:  
RICHMOND, VIRGINIA

WORKS:  
RICHMOND, VIRGINIA

## **STEEL AND COMPOSITE FREIGHT CARS**

~ AND ~

## **STEEL UNDERFRAMES AND PRESSED STEEL CAR PARTS FOR FREIGHT CARS**

**INQUIRIES SOLICITED**



Big enough to take care of  
the smallest Depositor

---

---

Huntington's  
Only Federal  
Reserve Bank

---

---

## *The First Huntington National Bank*

*Huntington, West Virginia*



*All branches on the same tree; all growing out of  
the Chrysler root principle of standardized quality*

CHRYSLER MOTORS PRODUCTS INCLUDE:

CHRYSLER "75" . . . CHRYSLER IMPERIAL . . . CHRYSLER "65"  
DODGE BROTHERS SENIOR . . . DODGE BROTHERS SIX  
DE SOTO SIX . . . PLYMOUTH  
DODGE BROTHERS TRUCKS, BUSES and MOTOR COACHES  
FARGO TRUCKS and COMMERCIAL CARS  
CHRYSLER MARINE ENGINES

## Team-Work!

IN THE great forces united in Chrysler Motors there is a singleness of purpose which is at once unique and inspiring—and which explains the surpassing character of Chrysler Motors products in all price fields, from the lowest to the highest.

Between all units of Chrysler Motors there is a complete unity. It is a case of team-work in *everything*—in research, in engineering, in purchasing, in manufacturing, in financing.

The great group of Chrysler Motors properties operate as *one*—in purpose as well as in practice—combined under one central management and under the inspiring personal leadership of Walter P. Chrysler.

All members of the group share alike the untold advantages and savings resulting from this unity of thought and effort. There is a mutual helpfulness, for example, in the fact that there is, throughout the group, a constant interchange of ideas.

All efforts are bent toward the same goals of *higher* efficiency, *better* quality, *increased* volume, *lower* prices—to render better public service to the individual buyer of every Chrysler Motors product.

Thus, team-work plays a real and important part in making and keeping Chrysler Motors products incomparably ahead—in performance, in style, in quality, in economy and in value.



THE DIAMOND HAMMER

*The Scleroscope or diamond-pointed hammer registers by its height of rebound the hardness of any finished material without injury to the surface. This is only one of the many hundreds of tests to which Chrysler Motors parts are subjected.*

FOR BETTER PUBLIC SERVICE

# CHRYSLER MOTORS